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"THE GRAIN ELEVATORS OF ARGENTINA" IN THIS ISSUE



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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY Mitchell Brothers Publishing Co. } Vol. XXXII. CHICAGO, ILLINOIS, NOVEMBER 15, 1913. No. 5. } One Dollar Per Annum. SINGLE COPIES, TEN CENTS.

BELTING

RUBBER-LEATHER-COTTON-CANVAS
LONGEST SERVICE
LOWEST COSTS

W. H. Salisbury & Co., Incorporated
Belting Experts
Since 1855 CHICAGO, ILL.
GIVE US A TRIAL

Did It Ever Occur to You

That the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it. We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54-inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

THE
STRONG-SCOTT MANUFACTURING CO.
MINNEAPOLIS, MINN.

Northwestern Agents for The Great Western Mfg. Co., Richardson Automatic Scales, Invincible Cleaners, Knickerbocker Dust Collectors

Consign your Grain and Field Seeds to

Somers, Jones & Co.

82 Board of Trade, CHICAGO

VAN LEUNEN SERVICE

— TRY IT —

YOUR **PAUL VAN LEUNEN** SUCCESS
AND COMPANY
GINGINNATI O DECATUR, ILL.
Give Us Your Business

The Climax Scoop Truck

Is a scoop on wheels carrying 2½ bushels of grain and 200 lbs of coal. With it a boy can do more than five men with hand scoops.

Saves time and labor which are money.

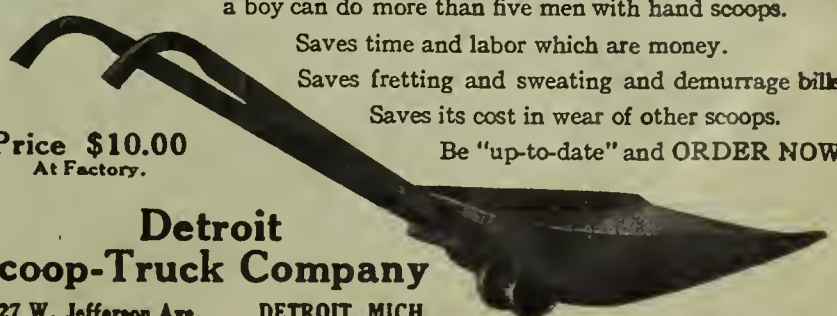
Saves fretting and sweating and demurrage bills.

Saves its cost in wear of other scoops.

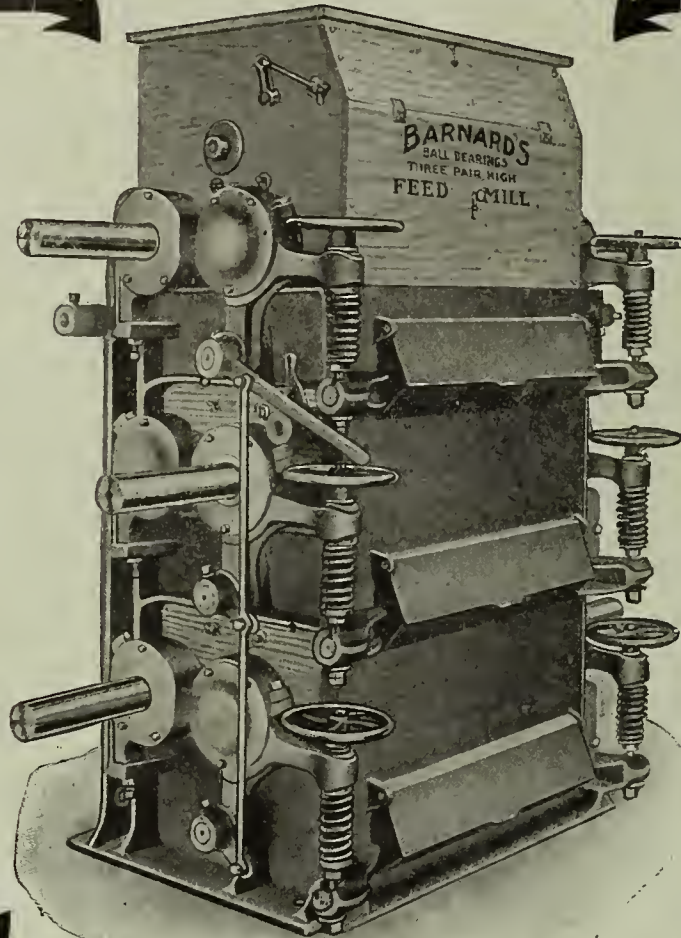
Be "up-to-date" and ORDER NOW.

Price \$10.00
At Factory.

Detroit
Scoop-Truck Company
2227 W. Jefferson Ave. DETROIT, MICH.



Barnard's Ball Bearing Feed Mills



We were the first to use a reliable and trustworthy ball-bearing in roller mill construction.

Their superiority over the old style bearing was at once so apparent that we have equipped our complete line of Feed Mills with these bearings.

We stand ready to guarantee any mill you may select from our line.

If you wish to reduce your fuel bill 40% to 50% and secure the many minor savings and comforts coincident with the use of ball-bearings it will pay you to investigate these mills.

BARNARD & LEAS MFG. CO.

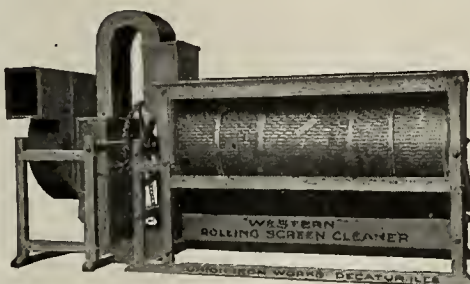
**MILL BUILDERS AND
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

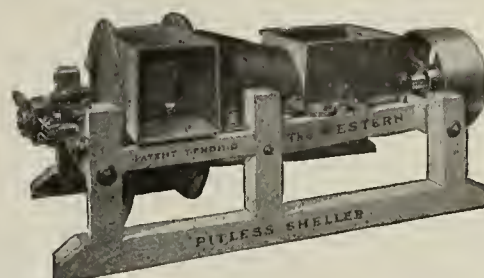
The profits in your business depend largely upon your equipment



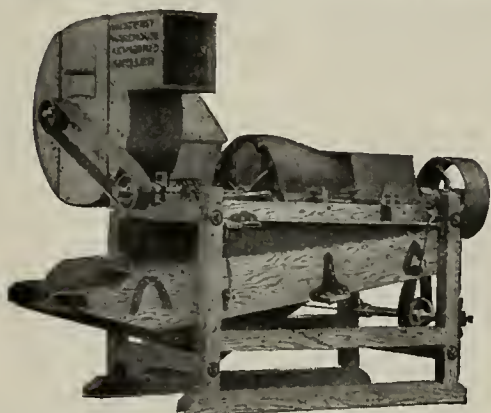
"Western" Regular Separate Warehouse Sheller



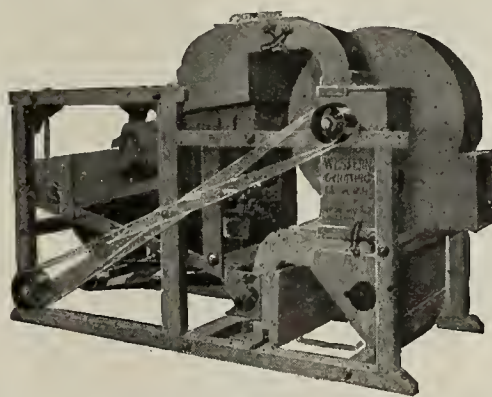
"Western" Rolling Screen Cleaner



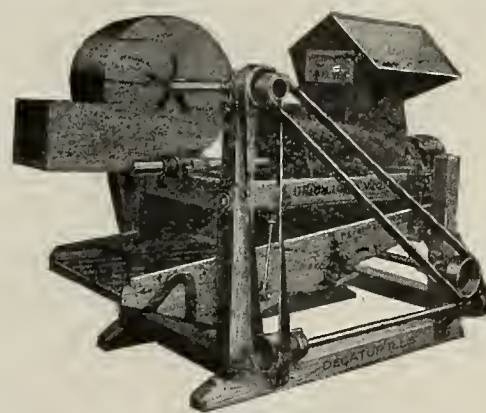
"Western" Pitless Sheller



"Western" Warehouse Combined Sheller



"Western" Gyrating Cleaner



"Western" Mill Sheller

Why you should look well to the type of machinery you buy

Practically every sheller and cleaner in the market today has some special feature used by smooth-tongued salesmen to exploit their merits and secure sales. That is gospel truth. But not every sheller and cleaner offers the efficiency which is backed by over 40 years of experience in the manufacture of grain handling and grain cleaning machinery. No matter what their price, you have a right to expect your equipment to be reliable and economic in its operation under all conditions. No matter how durable and how well they appear they cannot be efficient if they cannot be depended upon, especially when crowded. Over 40 years of operating experience and actual service has demonstrated that your elevator should be equipped with

THE **WESTERN** LINE of SHELLERS AND CLEANERS

Pioneer Manufacturers

We have made grain cleaning a life study and are pioneers in the manufacture of grain cleaning and grain handling machinery. Your profits and success also depend upon the condition your grain reaches the market and we have designed our machines with this in view.

Reliability-Durability

You must be able to depend upon your equipment to handle the grain, especially when crowded which is a feature of the WESTERN line. Our machines are durable and will outlast any other type on the market. A result of our 40 years' experience in this field.

Simplicity - Capacity

Your profits also depend upon the operating cost. WESTERN machines are simple in construction and have greater capacity for floor space than any other class of machines of equal capacity. They require less power for operating which adds to your profits.

The WESTERN line of machinery adds to the value of your plant. It is final in grain handling and grain cleaning machinery. It is the veteran in the field where volunteers are the rule. You owe it to yourself to install the WESTERN line of shellers and cleaners.

Our catalogue and full information will be sent upon request.

UNION IRON WORKS, Decatur, Ill., U. S. A.

There is nothing in Western advertising that isn't in Western machinery

MOISTURE TESTERS

There have been so many mis-statements and misleading advertisements issued by the makers of **glass flask** testers that we consider it time the grain trade fully understood the true facts in the case.

It is claimed by the advertisers mentioned that their apparatus is "**indorsed by the Grain Dealers' National Association**" and "**indorsed by the U. S. Government as the OFFICIAL TESTER,**" and that accurate results cannot be obtained with other testers than those with glass flasks.

These statements are **absolutely untrue**, and the publishers of them, when invited to substantiate the truth of their statements in a public way, declined to do so.

There is an official method known and recognized everywhere in scientific circles, and it is **not** the Brown-Duvel system. It is known as the "oven or laboratory" method.

The Government of the United States has never indorsed nor made official the Brown-Duvel method, although it is in use by the Grain Standardization Bureau of the Department of Agriculture. The Grain Dealers' National Association never recognized officially any system of moisture tester, so far as we are able to learn.

The claims of superiority of the glass flask machine are quite as untrue as the other claims we have mentioned. We have figures in our possession of tests taken by the Grain Standardization Bureau at Washington, proving that the copper flask tester shows average results **closer to those of the laboratory method** than the glass flask tester; that the **variation** in tests between the copper flask tester and the glass flask tester is **less than between duplicate tests of the glass flask machine alone**; and that tests made with copper and glass flasks in the same machine show an average variation of only **three one-hundredths of one per cent**, which is too small to be measured on any of the testers.

The **Hess Improved Tester with copper flasks**, high steel stand and shelves, is sold on its merits and with the understanding that if the purchaser is not in every way satisfied, it may be returned at our expense for freight both ways.

It is used **more extensively** than the glass flask machines. It is **heavier, more substantial and durable**, and much **less expensive** to maintain, for the breakage of delicate glass parts is avoided.

It is adapted to use with **gas, gasoline, alcohol or electricity**, and its successful operation is guaranteed with any of these sources of heat.

Full details with the figures mentioned above will be supplied on request.

HESS WARMING & VENTILATING CO., 1210 Tacoma Bldg., Chicago

The Official Brown-Duvel Moisture Tester

*"The one with
the glass flasks"*

Equipped with alcohol, gas or electric burners. Made in two, four or six compartments.

This form of tester complies with all requirements made in Circular 72, of the U. S. Department of Agri., and is the only form of tester endorsed by the U. S. Government and the Grain Dealers' National Assn., as the standard tester and method for the commercial grading of corn.

Used by State Grain Inspection Depts., used at principal corn markets, and by hundreds of country shippers.

If you have any reason to doubt that this is the Official Tester, meeting all requirements of the government and the grade trade, write any State Inspection Department or Terminal Market Receiver.

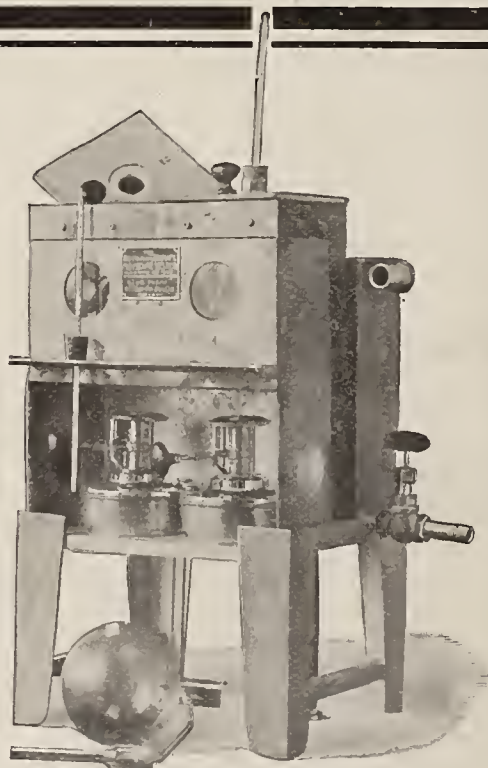
Write the grain man near you, or the Sec'y of your Association. He'll tell you about our tester, and also write today for Booklet 10E.

Seed Trade Reporting Bureau

627 Postal Tel. Bldg.

CHICAGO

SEVERAL HESS TESTERS FOR SALE CHEAP



NOT A BILL OF EXPENSE BUT A SOURCE OF REVENUE

Enables
Shippers
to
Collect
Claims
—
Requires
No
Repairs
—
Occupies
Small
Space
—
Most
Economical
to
Install

No Bother
to
Operate
—
Never
Gets Out
of
Order
—
Will Not
Rust
or
Wear Out
—
60 Days'
Trial

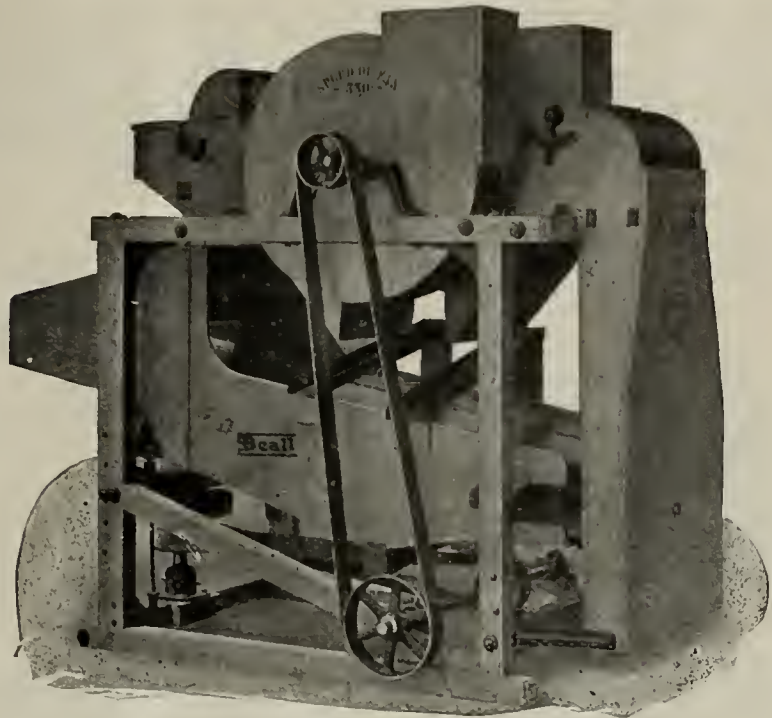


PORTABLE BAGGER

Write for Catalog.

National Automatic Scale Co.

West Pullman, Chicago, Illinois

BUILT IN
TEN SIZES

The Separator of All Separators

You elevator operators know that in this day of low margins it is necessary to tune your business up-to-the-minute to meet and beat competition. But you can never bring it up to a **higher level of efficiency than the tools you work with.**

Your equipment for cleaning grain, one of the essentials in your business, must be of a type that will insure **service, reliability and economy.** These are the primary features of the Beall.

Beall
THE MARK OF QUALITY

The New Rotating Warehouse and Elevator Separator

Guaranteed Without Limit

The New Beall is extremely simple in design, built very strong, is thoroughly braced, and will not rack. It embodies all the best features found in separators of other makes, and to these we have added the following pronounced features:

- 1st. It has a rotating motion, slow speed and perfect balance.
- 2nd. It has two fans working independent of each other.
- 3rd. It has large capacity for the amount of floor space.
- 4th. A small amount of horse-power is required for operating.

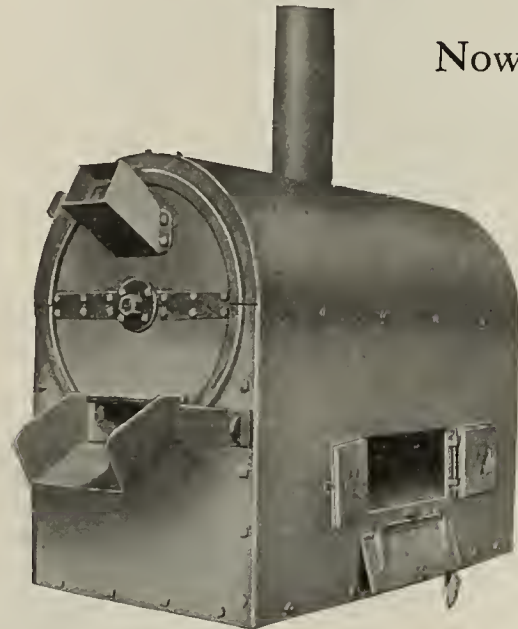
A Beall Book for You.—No matter what separator you have in mind buying, post yourself thoroughly by sending for our interesting booklet on the "New Beall Separator." You will find therein ample proof of the worth of our separator and the service behind it. Your copy is now ready. Write for it today.

The Beall Improvements Co., Inc.
DECATUR, ILLINOIS, U. S. A.

The "ECONOMY" Drier and Roaster

**For Corn, Buckwheat, Beans,
Peanuts, Etc.**

Now built in three
sizes:



"Baby"

3 to 7 bu. per hour.

"Standard"

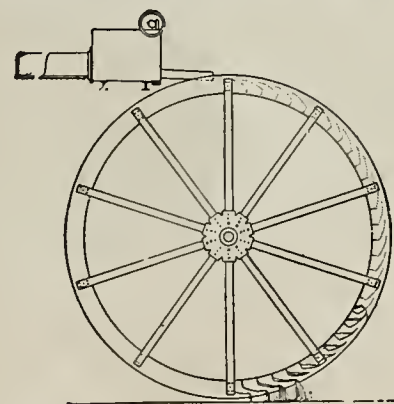
8 to 18 bu. per hour.

"Fitz Special"

100 to 150 bu. per hour.

THE only machines that will thoroly dry grain to any degree of dryness desired. All machines are equipped with a thermometer. The "Fitz Special" is a continuous drier. The machines are self contained and may be set anywhere in the mill. They are approved by the Fire Insurance Inspectors. All are guaranteed to be as represented. Will send on thirty days trial to any responsible party.

For Economy in Water Power



GET the wheel that will give you the full working value of your stream—the I*X*L Steel Overshoot Water Wheel. Winter and summer, in high water and low, it stays on the job as no other wheel can.

More power using less water.

Eventually you will use the I*X*L. Why not now?

Our catalogs free on request

Fitz Water Wheel Co.

Address Dept. C.

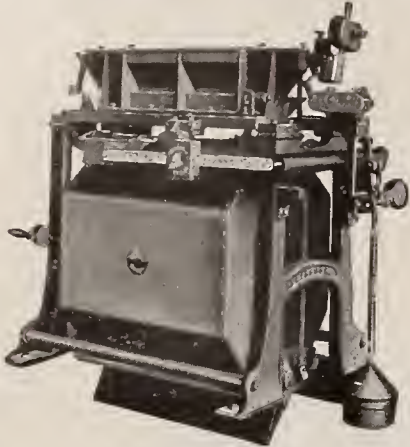
Hanover, Penna.

Fairbanks Automatic Scales

Continuous Weighers

Double Compartment Hopper. One side always filling while the other is dumping.

Occupy
Least
Floor
Space



All Working
Parts
Above
Floor

Accurate

Can be tested while operating. Grain cannot pass through without being weighed.

Simple

No adjustments to work loose or get out of order. Easy to operate.

Durable

Last a lifetime when given proper care.

Send for Catalog No. 544Q5. It tells of the economy of these scales.

Fairbanks, Morse & Co.

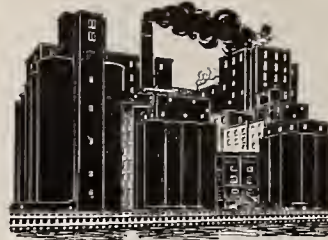
900 So. Wabash Ave.,

Chicago, Ill.

Oil and Gasoline Engines, Electric Motors, Electric Lighting Plants, Feed Grinders, Pumps.

There is nothing in Goodrich Advertising
That isn't in Goodrich Goods

Built with a friction that saves you money



Goodrich Grainbelt is built with a high-grade rubber friction. It holds the plies together—prevents ply separation—gives added life to the belt and saves you money.

Goodrich Grainbelt

is flexible crosswise, yet rigid lengthwise—the result of using a specially-designed duck. Runs straight and true—never spills. Gives dependable service at the lowest cost. Get prices on Goodrich Grainbelt.

Let us show you how we can save you money on your grain conveyor belts.

Write for special folder



The B.F. Goodrich Company

Makers of Goodrich Tires and
Everything that's best in rubber

Factories AKRON, O.
Branches in all Principal Cities

Ask About the Things You Cannot See

Look at the picture. It shows as well as a picture can what the **Wolf Jumbo Two Pair High Feed Grinding Mill** is like on the outside.

But there are other things, the parts that are hidden from view, that are of just as great importance to the prospective feed mill purchaser as the outer appearance of the machine.

There are the bearings. You don't know what the bearings on this machine are like or why they minimize the friction list. *But they do!*

There is the feeder mechanism. You have a hazy idea that it is probably somewhat different from other feeders. And it is *considerably!*

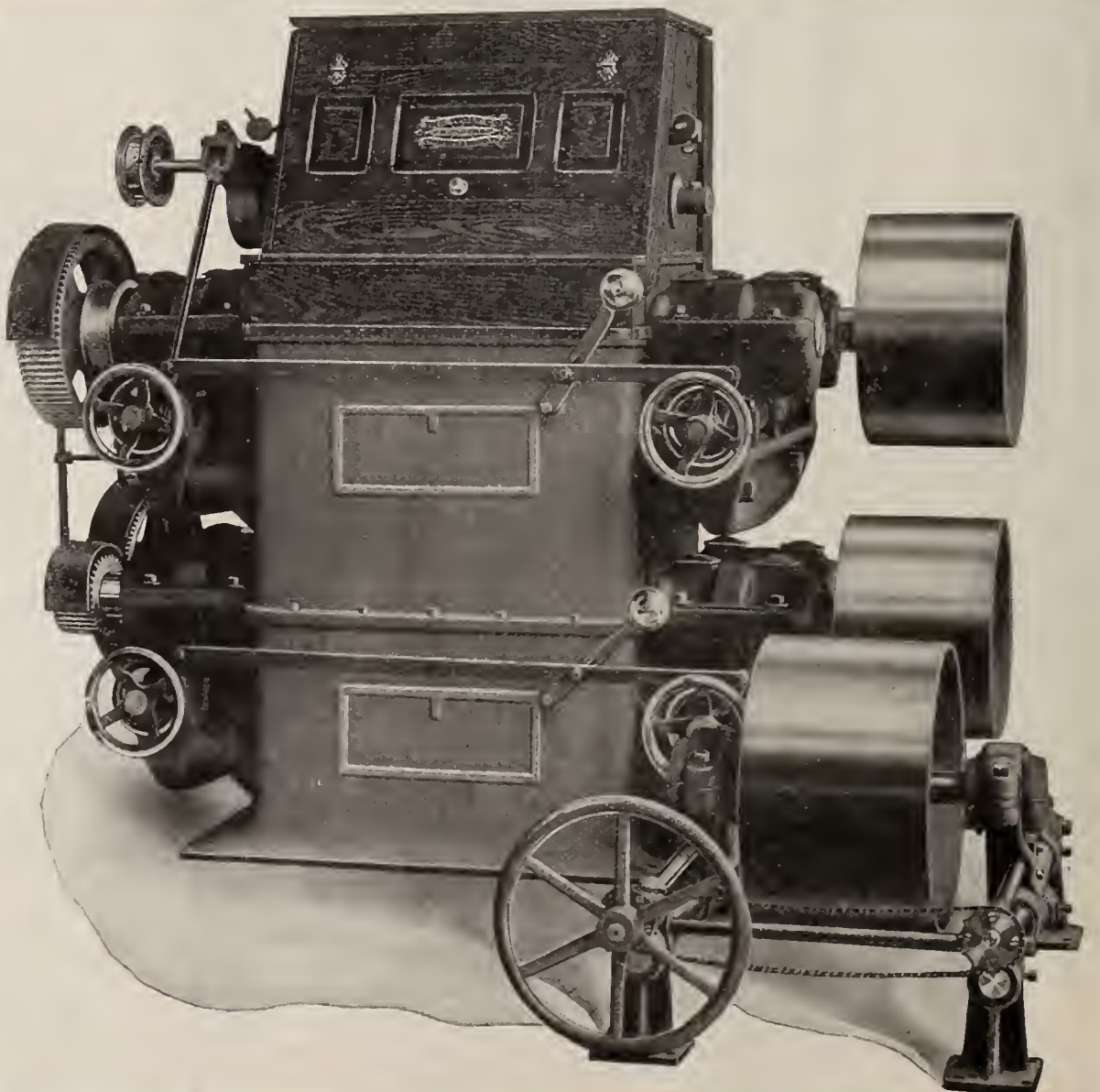
There are the grinding adjustments. You can't tell from the picture why they are such positive safeguards to the rolls. *But they are!*

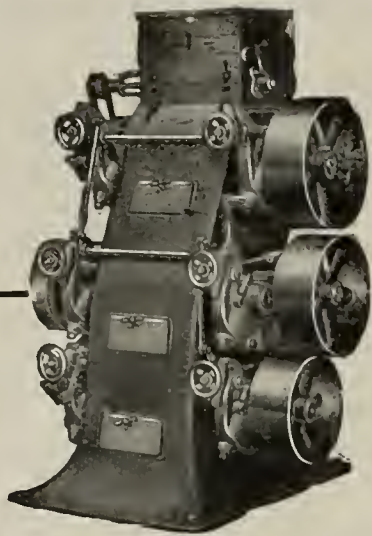
It is about these important features that you want to know—and we want to tell you.

If you write that letter NOW it will only be two or three days 'till you know as much about this machine as we do. We have nothing to hold back.

THE WOLF COMPANY

CHAMBERSBURG, PA.





You Need This Mill

for grinding feed, table corn meal,
pearl meal, linseed meal, etc.

N. & M. CO.
THREE PAIR HIGH MILL

It has the characteristic N. & M. Co. rugged strength combined with flexibility of operation necessary to handle widely different stocks. Will grind extremely fine, medium or coarse, just as you wish.

Solid one piece cast frame—doors for examining stock beneath each pair of rolls—Ansonia rolls with our easy running, long wearing, collar oiling bearings—one lever simultaneously spreads or closes all three pairs of rolls—any pair of rolls may be removed without disturbing the others—furnished with either belt or gear drive on slow side. See book on Mills, No. 1290, for details. If you haven't got it, we will send it on request.

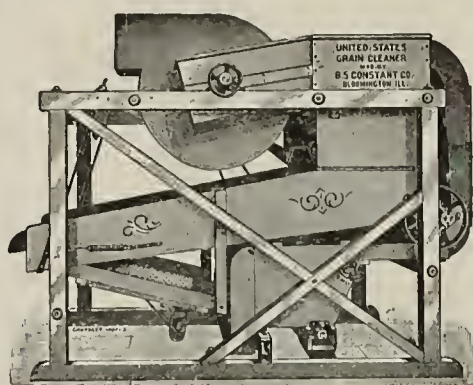
Everything
for the
Modern
Mill

**N o r d y k e
& Marmon Co.**
INDIANAPOLIS, IND.

Established 1851

Ask for
Catalogs
on any
Equipment
you need

America's Leading Mill Builders



THE U. S. Grain Cleaner

is the best in the Union
and should be in the top of
all elevators where Corn,
Oats and Wheat are
shipped.

Higher Grades—Higher Prices.
Long life machine.
Ring or Chain Oiling Bearings.
Balanced Eccentric.
Five Separations and
All the Corn Saved.



The Constant Safety Ball Bearing Man-lift

the most satisfactory con-
necting link between
Cleaner and Sheller.

Best made.
Easiest and safest.
Adjustable Brakes
which we guarantee.

State distance between
floors and get our

Net Price

U. S. Corn Sheller

Fan Discharge,
over or under, right or left
hand.

Iron or Wood Frame.
No Lower Hoppering.
Cheapest Installed.
Quickest and Cheapest Repaired
of any Sheller on the mar-
ket.

Send for a Catalog.

B. S. CONSTANT CO.
Bloomington Illinois

THE INVINCIBLE-SYPHER Electro Automatic Magnetic Separator



Very Durable—Small Consumption of Current

Will positively remove all iron from the grain.

Has retaining force of 500 pounds, making it impossible for any iron to pass it.

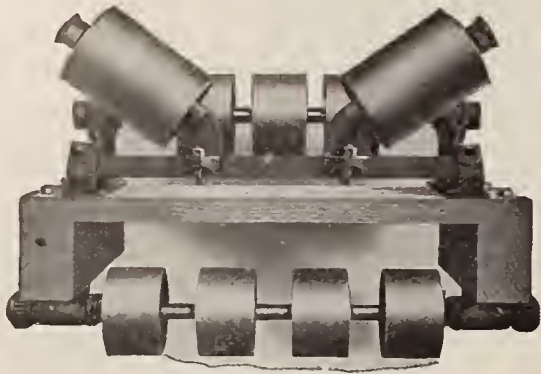
This machine does not deteriorate with age—on the contrary actually becomes more efficient with use.

We are prepared to furnish a small inexpensive dynamo for it where current is not available.

INVINCIBLE GRAIN CLEANER COMPANY
SILVER CREEK, N. Y., U. S. A.

—REPRESENTED BY—

F. J. Murphy, 234 Exchange Bldg., Kansas City, Mo.
The Strong-Scott Mfg. Co., Minneapolis, Minn.
C. L. Hogle, 526 Board of Trade, Indianapolis, Ind.
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Buckley Bros., Louisville, Ky.



Improved Belt Conveyor

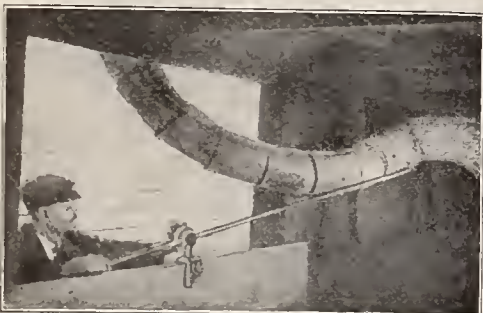
Carries all kinds of grain and mill products in package or bulk. Gradual, uniform curve of belt secured without complicated parts. Bearings thoroughly lubricated and have adjustment for taking up wear. Tripper substantial and reliable. Entire system economical and satisfactory—nothing to get out of order.

We manufacture a complete line of Elevating, Conveying and Power-Transmitting Machinery. Headquarters for supplies. Send for Catalog 34.

H. W. Caldwell & Son Co.
Chicago, Western Ave., 17th-18th Sts.

NEW YORK, Fulton Bldg., Hudson Terminal, 50 Church Street

The Englehart Flexible Spout Holder and Car Loader



Elevator Supplies.

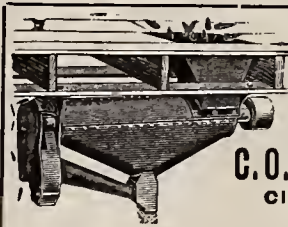
EVERY ELEVATOR SHOULD HAVE ONE

Saves Time, Labor and Annoyance of crawling into car when loading, thus avoiding the dust and dirt in car. Loads car evenly and pays for itself by improving grades. It is a very good investment for any Elevator, as there is nothing in the loader to wear out. Write for name of nearest user, and particulars. Fully guaranteed. Hundreds now in use in 16 states. Good proposition for agents.

L. E. TAYLOR & CO.

914 Flour Exchange, MINNEAPOLIS, MINN.
Seed Trade Reporting Bureau, Chicago,
Agents: G. W. Donehoo, Sidney, Ohio

St. Marys Gas, Gasoline and Oil Engines.



Triumph
Power
Corn Sheller

C. O. Bartlett & Co.
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The Peerless Line

Includes Grain Feeders, Car Loaders,
Overhead Dumps, Man Lifts.

HIGH QUALITY FAIR PRICES

PEERLESS FEEDER COMPANY

RHINEHART SMITH, Mgr., Sidney, Ohio
Ohio Representative Union Iron Works

FUMIGATION METHODS

By W. G. JOHNSON

Contains full directions for Fumigating Mills and Elevators.

313 Pages

Price \$1

Mitchell Brothers Publishing Co., 431 S. Dearborn St., Chicago

THE REYNOLDS DRIER

The Reynolds Drier is the first that solves the problem, for doing perfect drying.

With it, corn is dried, and left with an appearance of old corn, and the best judges can not detect it.



Every kernel is heated uniformly, before it is subjected to the drying air, the hot air only carrying off the moisture, leaving the grain in the same condition, as though it had been dried by nature.

It is a continuous process, and dries the material uniformly, which is a feature, on a large scale, that excels all others.

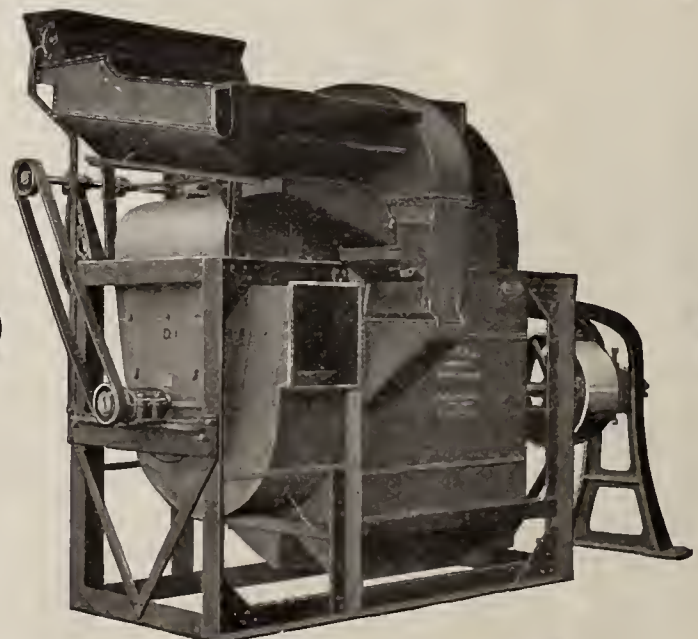
For Milling and high class purposes, it has no equal.

For further information, write

E. H. REYNOLDS

332 So. La Salle Street - - CHICAGO, ILL.

EUREKA OAT CLIPPER



HEAVY DUTY CONSTRUCTION

There's no better machine made—everyone will tell you so.

2937 in daily use.

250-page Catalog free.

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Save Money

Use our

Second-Hand Burlap

for

CAR LINERS

Comes in 100-yard pieces.
Packed 1000 yards to the bale.

Write or wire for price

St. Louis Bag and Burlap Co.

325 N. Main

ST. LOUIS, MO.

The Corn Exchange National Bank

OF CHICAGO

Capital	-	-	\$3,000,000.00
Surplus	-	-	5,000,000.00
Undivided Profits	-	-	1,000,000.00

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Accounts of grain elevator operators and commission men throughout the country respectfully solicited



Honest Engines at Honest Prices



You from Missouri? Good. I am here and in business to show you. I have shown hundreds upon hundreds of buyers of engines during the past twenty-five years that the gas and gasoline engines which I overhaul and rebuild give better satisfaction than new engines of equal price.

Cheap makes of engines are dear at any price and must be replaced sooner or later. Used engines which I offer for sale are thoroughly overhauled by the highest grade mechanics money can employ. I practically rebuild them in every detail, correct the original flaws, and make replacement where necessary, thereby making better engines out of them than they were when they left the factory.

The tests, if any, new engines receive before leaving the factory are not sufficient to show their weak spots. It is after an engine has received a certain amount of work that brings out its flaws and shows its weakness. **These I remedy and offer you a sound, reliable and efficient engine at a great saving to you.**

THE FOLLOWING IS A PARTIAL LIST OF ELEVATOR OPERATORS TO WHOM I HAVE RECENTLY SOLD ENGINES:

O. A. Talbott Grain Co., Keokuk, Ia., 3 engines

W. H. Perrine & Co., Chicago, 3 engines.

Brighton Grain Co., Brighton, Ia.

W. L. Green Com. Co., St. Louis, Mo.

Wright & McWhinney, Des Moines, Ia., 2 engines

Crabbs-Reynolds-Taylor Co., Crawfordsville, Ind.

Cleveland Mill & Lumber Co., Jasper, Ala.

Just Received

a carload of assorted Fairbanks-Morse gas and gasoline engines and offer them at greatly reduced prices. Here is an opportunity to buy an engine as good as new, the only difference is price.

Let me save you the profit that you would pay out for a new engine and give you better satisfaction by purchasing one of my rebuilt engines. Write me today stating what size horsepower you want and just what class of work the engine is required to do. Remember my motto is—Honest Engines at Honest Prices.

Over 25 years of experience in rebuilding of gas and gasoline engines.

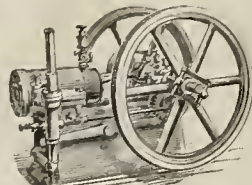
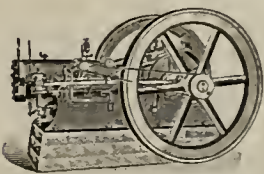
Ask the "American Elevator and Grain Trade" as to my honesty and reliability.

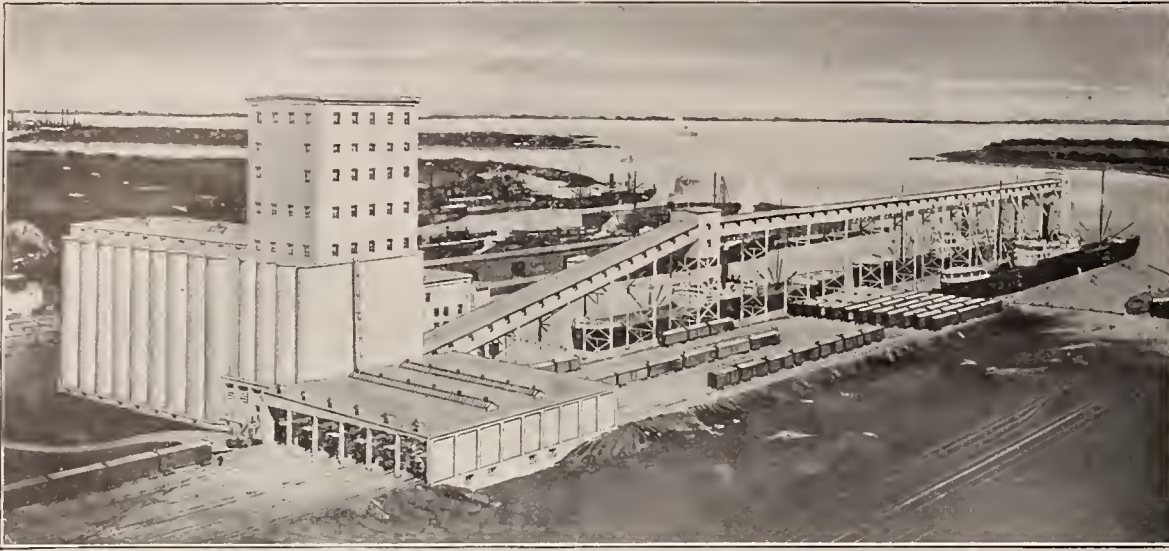
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CHICAGO, ILL.





GIRARD POINT ELEVATOR FOR THE PENN. R. R. CO., PHILADELPHIA, PA. EQUIPPED WITH A MORRIS GRAIN DRIER.

THE Pennsylvania Railroad Company's \$1,250,000 elevator, one of the most costly grain elevators constructed for its capacity, is equipped with a

MORRIS Grain Drier

one of the **largest and most complete drying plants in the world.**

This drying plant is designed for the rapid handling of grain and consists of four drying units of 750 bushels, capacity each, and four cooling units placed directly under each drier of the same capacity.

Special Features Designed for the Drier: Over each drier unit there is a thou-

sand bushel garner which will fill the drier units in two 'minutes' time. Under each cooler unit there is a garner to hold 750 bushels, or the capacity of each cooler. The dried grain after cooling can be dropped into these garners in two minutes' time, thus not interrupting the drying and cooling process, making it practically continuous. These driers, however, can be operated continuously if desired, or any unit can be used to the exclusion of all the others, thus enabling the operator to dry as small quantity as 375 bushels when necessary to preserve the identity of any particular lot of grain.

The mechanical construction of the entire outfit is designed to stand the wear and tear of many years of constant use, all parts being constructed of heavy sheet steel.

The fans are of the best construction, being put up with Nos. 10 and 12 iron plates, arc of the Multivane type and will stand up under heavy service.

The heaters are designed to get any temperature desired from 100 degrees Fahrenheit up to 200 degrees, and any section can be cut out at will without interfering with any other section. Both fans and heaters are designed for economy in operation.

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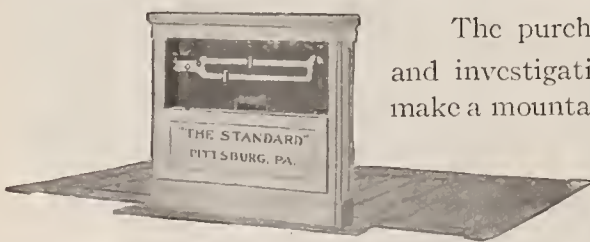
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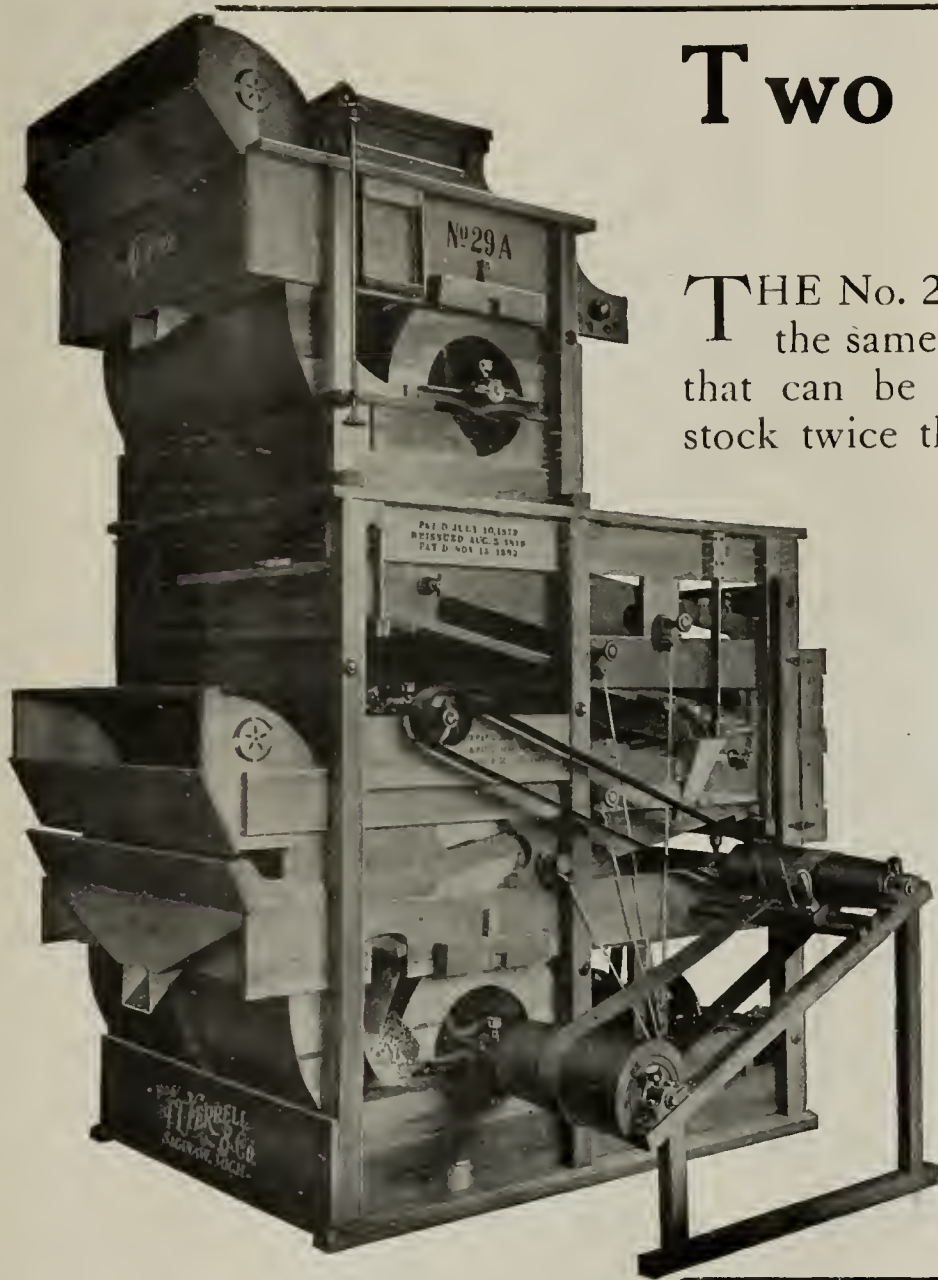
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THE No. 29 Double Blast "CLIPPER" CLEANER will give the same results passing the stock once through the machine that can be secured on an ordinary machine by passing the stock twice through.

It carries four full length screens mounted in two counterbalanced shoes. The stock passes over both sets of screens and through two vertical air blasts—equal to being cleaned twice.

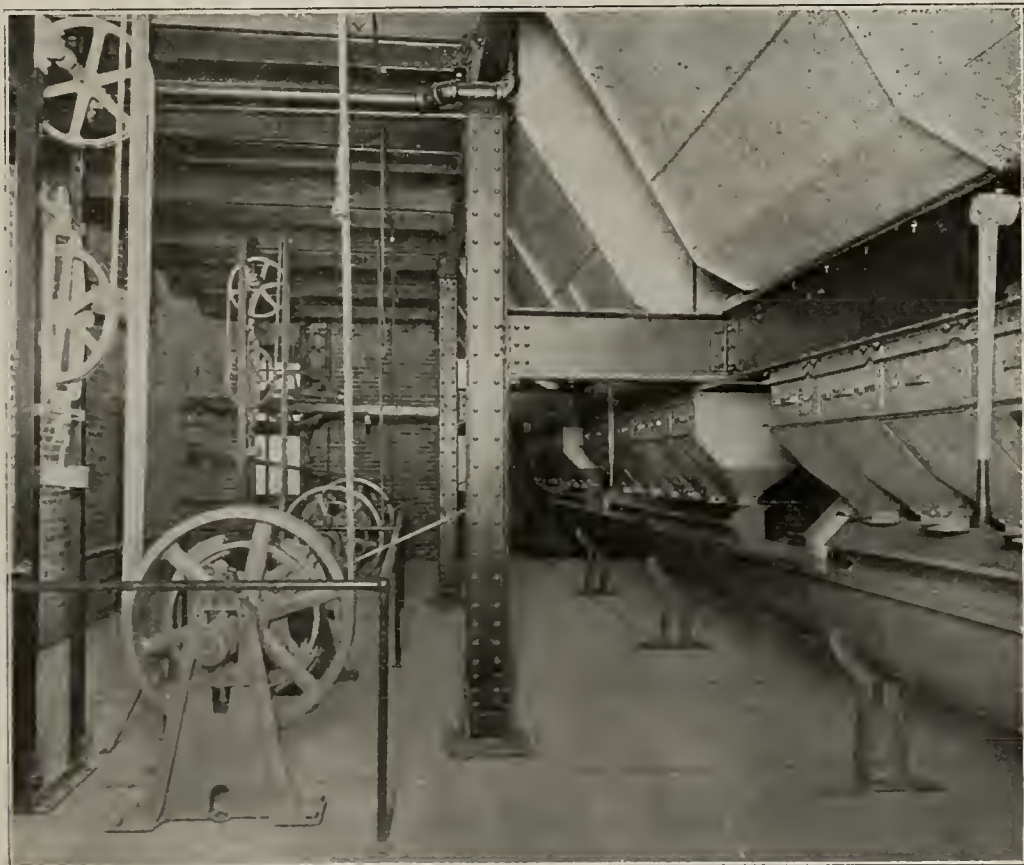
Each of the four screens is equipped with our Roller Bearing Traveling Brushes—the only perfect device ever invented for keeping the screen perforation from clogging.

The No. 29-A has no near rivals, and certainly is unequalled for the thoroughly satisfactory manner in which it handles all kinds of field and garden seeds, sweet corn, and for grading seed corn.

It is also equipped with the Special Air Controller, one of the many good mechanical features of our Cleaners. The Air Controller permits of wide variations of the air blasts and GUARANTEES ACCURATE RESULTS.

If you are looking for a machine with large capacity that will do the *best work* with the *least power*, write for our new catalogue No. 222.

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GREAT NORTHERN DRYING PLANT, SUPERIOR, WIS.

The above half tone illustrates the **continuous feed** arrangement of an **Ellis Drier**. The dried grain flows continuously from the small feed hoppers into the screw conveyor below.

Continuous Feed and Its Value

The value of **continuous feed** in the operation of a grain drier may be summed as follows:

INCREASED CAPACITY: Because there is **no dumping or re-filling**. The flow of grain is **continuous** hour after hour. The process is purely **mechanical**.

UNIFORMITY: You obtain **greater uniformity** in drying results because the **grain is turning over and over** as it feeds by gravity from the drier thus **exposing the various sides of the kernel to the air currents**.

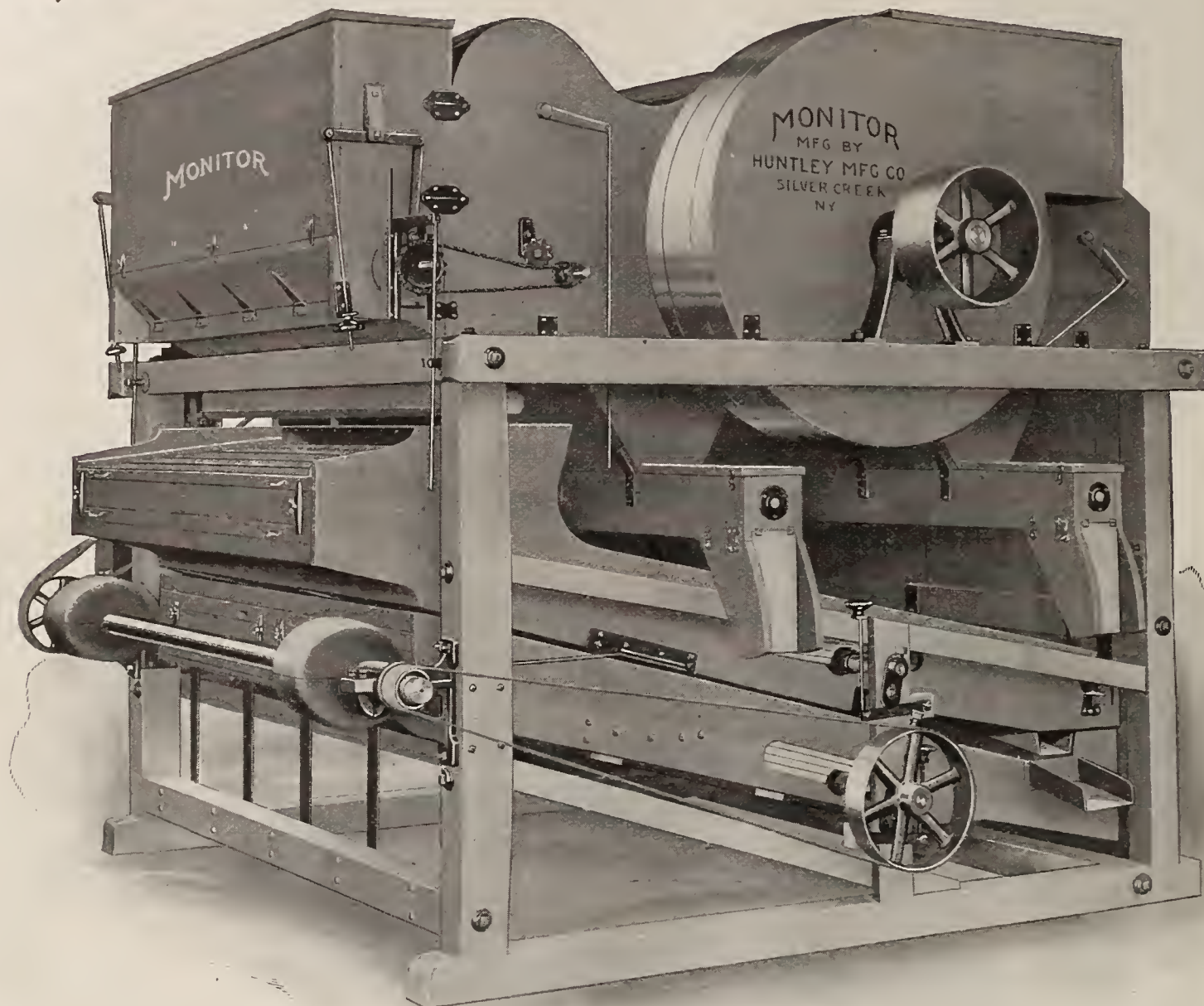
ACCURACY: You obtain **great accuracy** in removing any desired moisture percentage because you can **regulate the feed** to a fraction of a pound. The process is **mechanical** and you do not have to depend on the **watchfulness** of the drier operator to insure a profit.

NOTE: We wish to call particular attention to the fact that an **Ellis Drier** may be operated **either** as a **continuous feed** or **dump drier**.

The Ellis Drier Company

Postal Telegraph Bldg. CHICAGO, U. S. A.
GRAIN DRIERS OAT BLEACHERS

Monitor

The first "two-fan" Receiving Separator

—Several Patents—

America's Master Cleaner

The Receiving Separator incomparable—its work a revelation to every grain handler who has seen it in operation. For consistent performance this patented "Monitor" has no equal. It has proven a clear title as holder of all records for scientifically perfect cleaning work.

This is our automatic model—the finest specimen of heavy-duty, completely equipped receiving separator built today. Superb, refined construction, exceptionally heavy build throughout—the smoothest running and lightest powered receiving cleaner yet. Entirely automatic, the closest cleaning cleaner of today, yet the least wasteful in separations. Simple, accessible mechanism, free manipulation—perfect ease of regulation. A list of its features shows the newest, clean-cut improvements known to any machine for receiving cleaning. We mention a few features: Automatic sieve cleaners; patented, automatic disc-oiling eccentric drive (in dust-proof, fire-proof hoods); deep

reservoir, self-oiling bearings (ball bearings if preferred); counter-balanced, reciprocating shaker drive; revolving force feeder; patented stream spreaders; patented air equalizing regulators; patented escapement gates. The biggest feature of this exclusive type of "Monitor" is the unqualified guarantee back of it, which is: *An actual saving*, bushel for bushel, over any other method of cleaning your grain; *easier, better work* with *less waste* of good grain—and delivering these guaranteed results with *less operating expense* and *less cost of maintenance* than any machine built anywhere for similar work.

HUNTLEY MFG. CO., Silver Creek, N. Y.

The world's largest makers of high grade grain and seed cleaning machinery.

A monthly journal devoted to the elevator and grain interests.

Official paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.



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VOL. XXXII.

CHICAGO, ILLINOIS, NOVEMBER 15, 1913.

No. 5.

A New Export Terminal on the Delaware

Atlantic Coast's Biggest Elevator Nearly Completed—Loading Speed Will Surpass that of Any American House—
A Model for Convenience and Efficiency—100,000 Bushels of Grain Cleaned, Dried and Weighed,
Always Ready for Instant Loading Without Re-elevation

By E. R. SIEWERS

The big modern Pennsylvania Railroad Company elevator at Girard Point, Philadelphia, Pa., which is expected to be completed within the next 60 days, will stand as a great trade monument, overlooking the river front at the southern end of the city. It is claimed that, besides being the largest elevator on the Atlantic Coast, it will be the most rapid handling grain plant of its kind in America, and that is saying volumes of commendations for its practical efficiency. The opening of the new year has been set for its christening. Its general capacity will be 1,100,000 bushels of grain and its cost, with the surrounding adjuncts, is approximated at \$1,250,000.

The elevator is built for the local grain trade of Philadelphia for handling export business. It is being constructed by James Stewart & Co., of Chicago, and is of the inland type of the conveyor class. It will be absolutely fireproof, the construction materials being re-enforced concrete and steel.

The plant consists of a general working house, storage annex, conveyor gallery, pier, power house and drier.

The working house contains four receiving elevator legs and three shipping legs each of which have an elevating capacity of 15,000 bushels of grain an hour. On the first floor are four No. 15 Invin-

cible Warehouse Separators, from which the clean grain is elevated by two spiral cleaner legs, each with a capacity of 10,000 bushels per hour, and, after weighing, is either placed in storage or shipped. A screenings leg with a capacity of 3,000 bushels per hour elevates the screenings to the screenings bin in the cupola which discharges into a No. 9 Monitor Dustless Screenings Separator above the bin floor. This machine makes five separations of grain, seed, and screenings, which are distributed to several small bins in the working house. The drier leg is the same size as the screenings leg, and elevates the grain as it comes from the 3,000-bushel Morris Drier, on a 24-inch belt conveyor, located in the basement. This Morris Drier will be one of the largest and most complete drying plants in the world. It consists of four drying units of 750 bushels capacity each. The four cooling units placed directly under each drier are of same capacity. After being elevated, the dry grain is weighed and distributed into shipping or storage bins.

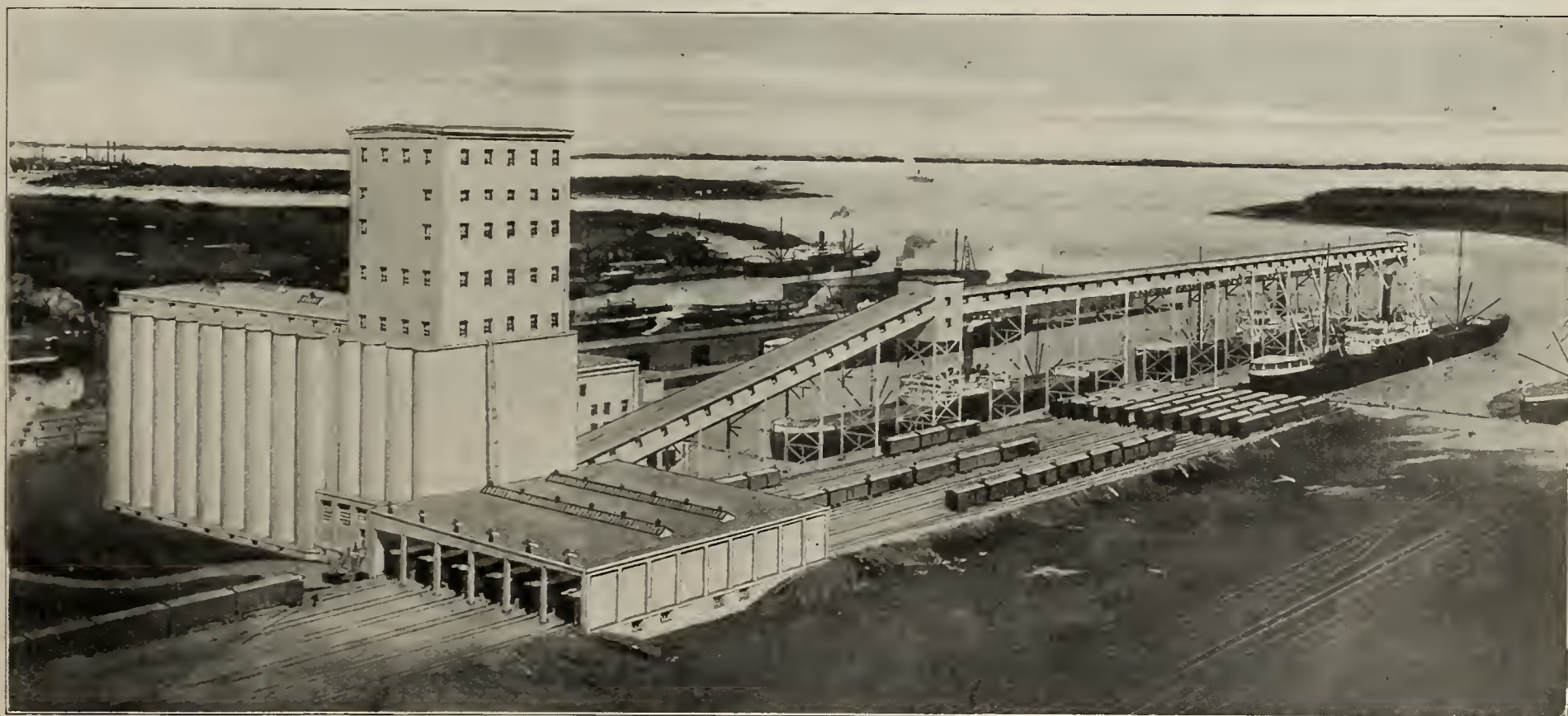
A few special features designed especially for this drier are: Over each drier unit there is a 1,000-bushel garner, which will fill the drier units in two minutes' time; under each cooler unit there

is a garner to hold 750 bushels, or the capacity of each cooler. The dried grain after cooling can be dropped into these garners in two minutes' time, thus not interrupting the drying and cooling process making it practically continuous. However, these driers and coolers can be operated continuously if desired, or any unit can be used to the exclusion of all the others, thus enabling the operator to dry as small a quantity as 375 bushels when necessary to preserve the identity of any particular lot of grain.

The mechanical construction of the entire outfit is designed to stand the wear and tear of many years of constant use, all parts being constructed of heavy sheet steel. The fans are of the best construction being put up with No. 12 and No. 10 iron plates, and are of the Multivane type, standing up well under heavy service.

The heaters are designed to get any temperature desired from 100 degrees up to 200 degrees Fahr., and any section can be cut out at will without interfering with any other section. Both fans and heaters are planned for economy in operation.

The working house is approximately 62 by 94 feet in ground area and is 202 feet high above the pile cut-off. Above the first story, which contains the



THE GIRARD POINT ELEVATOR, PHILADELPHIA, PA.
Designed and Constructed by James Stewart & Co., Chicago, Ill.

discharge spouts from the working house grain storage bins and the system of conveyors for loading out vessels, are the working house storage bins. These consist of 24 concrete tanks arranged in four rows of six each. They are 13 feet in diameter, inside measurement, 74½ feet high, with walls 6 and 7 inches thick, and have a combined capacity, with the interstice bins, of 241,200 bushels.

The cupola above the bins is a four-story structure, 62 feet wide and 82 feet in length, with a height of 93 feet. From the bin floor a 36-inch belt conveyor runs to the storage annex for transferring grain to the annex bins. On the scale floor are four 2,000-bushel Standard Hopper Scales and six 1,000-bushel Standard Hopper Scales, each having a garner above. The hopper scales are of the iron frame type and are all equipped with Reed Recording Beams.

The storage annex is located east of the working house and is connected to it by a concrete tunnel and a bridge. It comprises 54 re-enforced circular concrete tanks with a basement and cupola. The tanks rest on a concrete masonry and pier foundation. The tanks are 15 feet, inside diameter, with 7-inch walls, and are 96 feet high. The cupola houses the five 36-inch belt conveyors each of which has a grain carrying capacity of 15,000 bushels per hour. The capacity of the storage annex, including the 40 interstice tanks, is 888,500 bushels. All of the elevating and conveying machinery equipment, except the belts, was supplied by the Webster Manufacturing Company of Tiffin, Ohio, and the scales

by the Standard Scale and Supplies Company of Pittsburgh, Pa. The belting was furnished by the Gutta Percha and Rubber Manufacturing Company of Chicago.

The track shed is 120 by 144 feet on the ground plan, and is 23 feet high at the low point of the roof. It accommodates six tracks and is equipped with 12 unloading pits. For shipping by vessels there is a 4-belt conveyor gallery about 1,000 feet long, extending south from the working house to Pier No. 3, as shown in the illustration. Each of the four belt conveyors has a capacity of 15,000 bushels, or a total shipping capacity of 60,000 bushels of grain per hour. These belt conveyors originate under the working house so that it is possible to weigh up 100,000 bushels of grain in advance and ship it without re-elevation. On one side of the gallery there is docking room for vessels 400 feet long, and on the other side the dock is 900 feet long. Three large ocean-going vessels can find berth here at the same time and can be loaded simultaneously, or all of the conveying capacity can be directed to any one.

The elevator has been so constructed that additional units of the same or double the size can be added without interfering with the operation of the plant. The power will be from individual motors for each machinery unit.

Philadelphia has adopted a generous plan for river front improvement, and with the opening of the Panama Canal it is expected that the export business from the port will be greatly increased.

The Ounce of Prevention in the Elevator

Employer's Liability and Individual Accident Insurance Rating Make It Worth While
to Protect Employes—Safety Devices Which Can Be Installed—
Special Care for Visitors

By G. D. CRAIN, Jr.

The question of accident prevention, which formerly was regarded as something more or less academic, has been placed in the realm of the altogether practical; and members of the grain trade who use machinery and employ labor are giving it more attention than they have ever given it before.

Several reasons account for this. In the first place, modern business men know that having a liability policy in the safe doesn't make accidents inexpensive. They know that an accident is a costly luxury; that it disturbs discipline, interferes with the efficiency of the working force, and, in the event of the almost inevitable damage suits, puts the employer in the not altogether pleasant position of attempting to deprive the worker of recompense for the loss of time, and possibly of limb, caused by efforts in his, the employer's, interests.

Another and more cogent reason, perhaps, is the prospect of the general passage of workmen's compensation laws and the enforcement of a fixed payment to the injured man according to the extent of his loss. Even in states where no workmen's compensation laws are on the books, the manufacturers themselves have taken the initiative, and are seeking to have legislation, fair alike to the employer and the laborer, enacted, so as to anticipate the efforts of the radicals and agitators who look at the question with an eye single to the interests of the injured man.

Cleaning house in anticipation of such a law is surely good business, no matter whether the state handles the insurance end of the proposition or whether the individual continues to get protection, and consequently indemnity in case of accident, from the private corporation organized to furnish such service.

It becomes even more practical a program, however, when it is realized that the day of individual analytical rating of plants from the standpoint of the accident hazard is near at hand, and that the elevator man who reduces the chance of his employes being hurt is insuring the lowest possible rate to be had.

The insurance companies have conceded for a long time the unfairness of charging everybody in the same class in a given territory the same liability rate. Thus far, however, with only general statistics to go on, it has seemed to be necessary to average up the losses and average the rate. But the accident hazards in every industry have now been so thoroughly analyzed and are so well understood that it is just as easy and practicable to rate a grain elevator or a wood-working plant from the standpoint of the possibilities of accident as it is to rate it from the standpoint of the possibilities of fire.

In fact, the analogy might be made even closer. Just as the individual property owner adopts automatic sprinklers, fire doors and wired-glass windows, improves the type of construction in new buildings, and does everything possible for the sake of hammering down the fire insurance rate, so would the individual member of the trade study the question of accident prevention if by so doing he had an opportunity to reduce the liability insurance rate applying to his line of business and specifically to his own risk.

As it is, while it is the part of good judgment, and of course is commendable from a humanitarian standpoint, to spend time and money in perfecting the elevator with reference to safety, it is not, properly speaking, a good investment of that time and money. It will not pay dividends directly. Therefore there is little inducement, from a financial standpoint, to go out of one's way to find methods of eliminating accident hazards when the insurance rate remains the same.

But the coming of compensation laws means also the coming of individual rating, and we may consider the accident prevention subject with those two factors in view. The first element means that the common law defenses of voluntary assumption of risk, contributory negligence and the fellow-servant argument are to be swept aside; and the second insures that each plant will pay for protection designed to prevent heavy loss in case of injury, in

exact proportion as its equipment and management indicates the possibility of accident.

Coming down to the question of making the elevator safe, of applying the ounce of prevention, as it may legitimately be termed, it goes without saying that the most fruitful means of improving the situation are offered through examination of the transmission equipment. The careless operation of belts and hangers, the lack of effort to protect gears and cog wheels, the neglect, in short, of the more obvious dangers of the plant, furnish a situation which practically insures a full quota of accidents. Conversely, giving thorough and complete attention to these, means taking a long step in the direction of making the plant almost entirely safe.

The general use of electric drive in grain-handling plants has simplified the situation considerably. At present, with an individual motor operating each unit of the equipment, the transmission depends only on a single motor, and the amount of belting to be protected is small compared with the situation when a steam plant is generating power which must be carried by mechanical means from one end of the elevator to the other. Here the problem is larger in area, but similar in the way in which it must be solved.

A large grain firm in an Ohio Valley city, which uses motors in its plant, was confronted with this situation some time ago, and had a concern in the wire manufacturing business go through its plant and figure on the amount of material which would be needed to enclose belts and to rail in motors. Wire was used for this purpose both on account of its flexibility and because it did not conceal the object protected. The motors were railed in, not boxed, as the latter method would have caused them to become overheated. After the protections had been installed the firm felt, and properly, that it had eliminated one of the most serious and prolific causes of accidents. A broken belt can do a lot of damage.

The question of protecting the gearing, some of which was exposed, was taken up and satisfactory results accomplished, metal housing being provided in most cases. In a few instances the nature of the work made it impossible to provide the necessary protection; but the number of those exposed points is comparatively few when the number protected is taken into account.

The actual operating mechanism of the plant does not lend itself well to much additional protection. The elevator legs are of course enclosed, and sliding doors to protect the openings are standard with most equipment of this character, so that only the careless or foolhardy man can possibly be injured. Yet even with this effort on the part of the manufacturers and users of elevator equipment, it is not unusual to note instances of men suffering the loss of a foot by reason of having thrust a pedal extremity into the opening to assist the flow of the grain. Such an act is the result of pure carelessness, and no amount of protecting devices could prevent it.

Belt conveyors are not usually covered, as many elevator men do not believe that they can be operated to good advantage with any sort of covering. Considering the fact that they are moving at a rather rapid rate, and that in case of a break in the belt the chance of injury would be considerable, it looks as if this character of equipment might be protected in some way.

One of the things to remember in the elevator is the danger of accident to strangers not acquainted with the character or location of the machinery. Drivers of customers' delivery wagons which are being loaded are often inclined to investigate the workings of the plant, and this not unnatural curiosity sometimes has serious consequences. Particular pains should be taken to prevent the entrance of outsiders, unless they are accompanied by someone who is charged with the responsibility of preventing accident.

As indicated above, workmen are frequently careless, and it is a true saying that familiarity breeds contempt. Nevertheless, it is well worth while to have the dangers of their work constantly impressed

upon the employes of the elevator, in order that they may be restrained from taking unnecessary chances. The posting of placards at points of danger, warning the men of the possibilities, is a good plan used in many industries, though the writer has seen few elevators so placarded.

And don't forget that in spite of the pound of cure having been provided in the form of a liability policy, the ounce of prevention is worth applying. A sound workman in the plant is better than a crippled one in court.

PACIFIC TERMINAL ELEVATORS IN-CREASING

The new grain routes of the Pacific and the increase of ocean trade which will accompany the opening of the Panama Canal have stimulated the increase of elevator capacity on the Pacific Coast. The California and Oregon Grain and Elevator Company has a chain of coast terminal elevators of which that at Portland is shown in the accompany-



NEW ELEVATOR OF THE CALIFORNIA AND OREGON GRAIN & ELEVATOR COMPANY, PORTLAND, ORE.

ing photograph. This elevator has just been completed and is fully equipped with the latest designs of elevating and cleaning machinery. The structure comprises 24 bins of reinforced concrete construction, having a capacity of 300,000 bushels of grain, and is equipped for rapid operation in both bulk and sacked grain.

In the past the trade with Pacific terminals has demanded sacked grain, for one reason because the Oriental trade, which has been increasing steadily, has not been able to take care of bulk grain at the port of delivery, and the limited supply of vessels which have been available for the grain shippers have only been designed for this kind of shipment.

The steamer *Portland*, which was recently purchased by the Globe Grain and Milling Company to supply its various mills along the coast, is a converted ore boat and is being equipped with elevator machinery. This boat will soon be one of many handling the bulk grain of the terminal elevators.

Many yields of wheat of from 30 to 40 bushels per acre are reported in the vicinity of Piqua, Ohio. Last year that section averaged from 12 to 18 bushels per acre.

FORESTALLING THE MARKET

BY GEORGE W. SHEPARD.

Mr. Julian Kune's article in the October issue of the "American Grain Trade" in which he places speculation in cotton in the same class as speculation in grain and other commodities, is undoubtedly correct. The same fundamental, ethical principle is as true in one case as in the others, and all attempted adverse legislation interfering with this principle can only be productive of incalculable harm and injustice, injuring the producer much more heavily than any other interest conducting the different branches of this business. I think our farmers are becoming better informed as to the necessity of the speculative part of the business, open to the world, in disposing of their crops, and it is to be hoped that cotton planters also will be educated to the necessity of protecting themselves from the foolish continued attempts at legislation that could only result in confining the purchasing power of their product to those whose interest it

I appeal to all growers of grain and cotton to thoroughly inform themselves on this subject and unite in their demand upon their representatives to cease their efforts at an interference that, I can not repeat too strongly, could only result in great disaster to the farmer and planter, irrespective of all other interests.

Forestalling is much more easily done in articles like butter, eggs, potatoes, apples, etc., for which there are no open markets and trading for future delivery, for here all buyers are eliminated except the distributor to the consumer, such as cold storage plants, etc., and all they have to do is to buy from the producer, and dictate prices to the retailer, leaving the consumer at their mercy. This is where much of the high cost of living originates, and could easily be more fully elucidated in detail.

Take the element of speculation and open markets out of the grain and cotton trade, and you will attain the same result in placing values almost entirely in the hands of the distributor, the elevator owner and the miller, making them largely the dictators of values to both producer and consumer.

SHIPPER NOT GUILTY OF MISBRANDING OR ADULTERATION

BY J. L. ROSENBERGER.

The United States Circuit Court of Appeals, Eighth Circuit, says that the purpose of the Food and Drugs Act of June 30, 1906, was (1) to protect purchasers from injurious deceptions by the sale of inferior for superior articles, and (2) to protect the health of the people from the sale of normally wholesome articles to which have been added substances poisonous or detrimental to health.

A Kansas City, Mo., company on April 3, 1909, contracted to sell to a Texas company at Ft. Worth, Texas, 5,000 bushels of No. 2 red wheat, according to the Missouri official state grades. On April 29, 1909, the Kansas City company ordered the operator of a public elevator, where it stored its grain, to ship to the Texas company in fulfillment of this contract No. 2 red wheat. The operator loaded and sent to the Texas company a car of wheat. After this wheat was loaded, the official inspector of the state of Missouri at Kansas City inspected, adjudged, and certified this wheat to be No. 2 red wheat. An invoice of it was forwarded to the Texas company dated May 3, 1909, showing that it was shipped under the contract of April 3, 1909, and subject to Kansas City weights and grades. The wheat arrived in Texas without change. The Texas inspector, the federal inspector, and other witnesses there found it to be, and it was, wheat of another and less valuable grade. None of the officers or employes of the Kansas City company had any knowledge of this fact, or anything to do with the grading or shipping, except to order the operator of the public elevator to ship No. 2 red wheat. The court holds, in *Hall-Baker Grain Company vs. United States* (198 Federal Reporter, 614), that the Kansas City company was not guilty of misbranding or of adulterating within the meaning of sections 7 and 8 of the Food and Drugs Act.

Concede that the inspector at Kansas City was mistaken, and that the wheat was in fact mixed wheat. Nevertheless it was the wheat which the Missouri inspector adjudged and certified to be No. 2 red wheat, and the wheat that he should so adjudge and certify and no other, whatever its actual grade, was the article the defendant offered to sell and sold. It was the undoubted right of the parties to the sale to make the Missouri official inspector the arbiter between them of the character and grade of the wheat in which they dealt, and to make his decision and inspection an ineradicable term of its description.

The act of Congress was not enacted to catch and punish merchants who are conducting their business by customary and approved methods with no intent to deceive purchasers, or to injure the public health, for the mistakes of third persons over whom they have no control, nor for trivial errors of their own.

would be to get it at the lowest possible price. As to the "forestalling of prices" requiring any restraining rules or regulations, that is a misconception of present conditions in these commodities.

Our grain and cotton crops have grown to such enormous proportions that any attempt at an undue or unfair enhancement of values could only result in the burying of any speculators making such attempt under an accumulation for which they could have no use, and end in their financial ruin, as has been illustrated in the very few instances where this has been tried. All this property has to go eventually from the producer to the consumer. The world-open markets in the trading for future delivery regulate properly the establishing of values according to this correct fundamental principle, which will furnish its own remedy against any individual efforts at its violation, as I have herein suggested, and any attempted interference by legislation or rule with this inviolable principle can but result in disaster to its promulgators in demonstrating their efforts as an utterly mischievous and unwarranted intermeddling with an enormously important interest of which they have no knowledge or experience.

The Grain Elevators of Argentina

Progress of Grain-Handling Methods—Hostility of Railroads a Factor in Retarding Development—Proposed Elevator Syndicate—Government Encouragement

The report of the formation of a French, German and American syndicate for the extension of the world's grain business by elevator operation in those countries where facilities are now lacking, has awakened a great deal of interest in the present position and possible future of elevators in Argentina.

Elevators in Argentina are not a novelty. As long ago as 32 years a company was organized in Rosario which built and operated an elevator on the Parana, and seven years later two terminal and several small interior elevators were built. The elevator system, however, has had to fight the opposition of the exporting firms which have had a practical monopoly of the grain business of the republic, and have profited by the necessity which forced the farmers to sell at the low harvest prices in order to raise immediate funds for paying the harvest expense. The railroads for some unknown reason have been a party to this opposition from the first, although they have operated at great disadvantage from the congestion which came annually immediately after the new year.

It is hard to believe that the railroads could have failed to realize what an advantage to them the elevator system would be, for in the few cases where they have been installed they have been of the greatest usefulness in holding the grain safe until cars could be secured for its removal. And the exporters, too, might profit by the lessons of the past, for one railroad owning a series of elevators entered into an agreement with six exporting firms not to handle any but their wheat, and these six firms that secured the monopoly of the elevators are the only ones now left out of the fourteen which were active three years ago.

Both railroads and exporters apparently have ignored entirely the increase in the volume of grain business which has followed, and to a large extent been produced by, the increased facilities for handling the crops in other countries. The fear of competition and the decrease of immediate profits fol-

A year ago the newspapers of Buenos Aires devoted considerable space to the problem of crops and their handling and the short sighted policy of the past was criticized and deplored, with the result that a firm in that city with sound financial back-

with the cash which that grain represents. The railways do little or nothing to aid him. They increase their deposits at the stations, it is true, but these are most inadequate to the space required; they are by no means ideal as places in which perishable goods can be protected from damage, and last but not least the railways, for reasons best known to themselves, refuse to grant receipts for grain in their custody, and thereby render it impossible for the farmer to obtain advances against his own property.

It is natural to ask why no elevator system



VIEW OF BUENOS AIRES FROM THE WATER FRONT

ing offered to put \$10,000,000 into the most modern elevator equipment if the railroads would furnish merely the necessary facilities without the investment of any capital whatsoever. In commenting upon the situation at the time the Buenos Aires Herald put in strong terms the advantages that would accrue to all who engaged in the grain industry in any capacity and to the country as a whole if the elevator system were generally adopted.

In a recent booklet issued by Frederick Noel-Paton, Director General of Commercial Intelligence for India, it is pointed out that the international position of all cereals is a strong one, and if the

exists which would give to the Argentine farmer the benefits which have done so much for the grain industry in other lands. Again the answer must be that for some occult reasons the railways are opposed to it.

The illustrations in this article were collected by the International Harvester Company to show the present method of handling the big grain crops and it is obvious that there are many improvements and better facilities needed.

The grain production of Argentina today is shipped to Europe under the auspices of about half a dozen firms, and they enjoy a virtual monopoly, which it is said results in millions of dollars being diverted from the growers' pockets into those of the favored few who exploit the industry and take tithe of all and sundry who are not sufficiently wealthy to market their grain in Buenos Aires or Rosario without financial assistance.

More elevators would insure quick despatch, both at the camp stations and at the terminal. Surely this is worth something to a railway which is in a chronic state of congestion during the early months of the year and loses both money and friends owing to its inability to cope with the rush of traffic. Elevators would save the country millions of dollars in bags alone. It would create a new outlet for European capital in the financing of grain certificates. It would enable Argentina to control consuming markets under certain conditions, in place of being bled at every turn as at present, and it would at one stroke remove the technical disabilities as regards quality, which render grain exporting on a small scale the road to ruin. The Argentine Congress recently passed a measure which legitimizes the elevator system together with the grain certificate.

In spite of this, the principal railways receive the project with ill-concealed hostility, and one of them is endeavoring to perpetuate the present unscientific system of railway storage by means of a company formed within its own borders to monopolize the sheds on its own system.

The railroads have shown further their hostility to the movement by refusing to issue receipt certificates upon which the farmers could borrow money, but in justice it must be mentioned that a defect in the legal system of the country is in part responsible for this, for in Argentina the transfer of title to goods in warehouse or in railway station is not a valid transaction as against



HAULING WHEAT TO MARKET IN ARGENTINA

lowing the harvesting season has seemingly blinded them to every other consideration.

Perhaps one factor which has made the farmers less alive to their interests in this regard has been that the weather at the harvest season is usually so dry that grain can be stored in the open without serious damage and with no more protection than that afforded by a tarpaulin spread over the pile, and occasionally a platform erected for it to rest on. While this necessitates the sacking of all grain the loss is not great in any one year and the farmers have not awakened to the aggregate cost. Last year, however, some severe storms did considerable damage to this exposed grain.

Argentine grower could put his production into elevators, receive a warrant of commercial value and use it as a negotiable instrument, there would be no need to flood consuming markets with grain in quantities which militate against its sale at the intrinsic value. Everyone knows the evils of realizing on a glutted market, to say nothing of the difficulties incidental to handling huge masses of grain in a limited space of time, and the certainty of higher freights when the movement is forced into a couple of months in place of being spread over half a year.

The agriculturist is helpless. He has no barns in which to store his grain, and he cannot dispense

The Romance of Grain

A History of Grain and the Grain Trade of the World from Remote Ages

By JOHN MCGOVERN

Author of "The Fireside University," "Hospitality," "Paints and Pigments," "Trees," "An Empire of Information," Etc.

XI.

SOUTH ARABIA.

THE MINAEANS OF THE RED SEA.

One of the votive tablets on which the translators seem to agree, prays that the ground may bring forth forty-fold. Some of the tablets were set up by women. A woman is "Staetholder of the Wadi" (valley, river, water). The dominance of the Mother goes with great antiquity, or at least with records that are as yet poorly understood.

IRRIGATION.

The laws of irrigation were very strict. An oasis received an hour's water once a fortnight, and the time was measured by a star. One crop of Wheat and two of Dhurra were raised. Wheat sown in October was reaped in March. Irrigated land paid double tithes. The god and the cultivator were the real proprietors. There were irrigating tunnels, as in Peru, Persia, and Afghanistan.

ARABY THE BLEST.

In the later Arabia Felix or "Araby the Blest" (cast side of the Red Sea) we hear less about grain and far more about manufactures, incense and luxuries. The Arabs, like the Mormons, were noted

organize the Grand Caravan into the Sea Caravan—the first men to erect the *Orbis Terrarum*. It is continually remarked of the Phoenicians that no other people was ever so much written about of whom so little is as yet known. They had one author—Sanchoniathan,—the brief remains of his history are wholly devoted to a discourse on the gods and Creation.

RED.

It was a very human manner of the early world for a tribe to put off barbarisms and thereafter despise the other tribes who had not followed the new fashion. We get it from Memphis and Babylon that the Phoenicians were not in haste to abandon cannibalism, and that Baal had his mightiest circles at Tyre and Sidon, the Phoenician cities. But the Phoenicians were red-heads—it is supposed that their name comes from the word for red. In the days of Satan—or Serpent—worship we gather that most of the victims of human sacrifice were red-headed, and this would indicate that the enemies of Phoenicia rather than the red-headed people themselves were the cannibals or Satan-propitiators.

THE MARKET BRIDGE.

Although Babylon appears at present as the world's first marketplace of general importance, still the grain trade of the world must forever consider with its greatest interest those two little islands called Tyre—the one entirely holy, the other entirely commercial, with a long bridge leading to the main land. From that bridge, on down the centuries, in every westward land, probably the earliest great merchants of each nation gathered—long, as we know, at the Rialto of Venice, at last on the Pont du Change in Paris, and London Bridge, over the broad Thames.

We learn from a Latin commentator on Virgil (Servius) that the king of Tyre, in times of want, replenished the public granaries with Wheat from other nations, buying in various quarters, and in that way monopolizing the transactions in grain. As in the other States, it was a religious custom at Tyre to keep a public stock of wheat. Each nation charged the others with inventing interest on money, and we have never heard the Tyrian or

a third party, unless delivery is actually made at the same time. A similar law obtains in England, but there the difficulty is overcome by the ruling that a transfer order duly registered on the books of the warehouse authority is given the effect of a valid title.

But action toward the improvement of conditions was not made until the government introduced a bill providing for the erection of elevators with a total capacity of 4,000,000 tons, divided as follows: 500 elevators each with a capacity of 2,000 tons;



STORED GRAIN AWAITING SHIPMENT

200 elevators each with a capacity of 5,000 tons; 60 elevators each with a capacity of 25,000 tons; and five terminal elevators each with capacity of 100,000 tons. The capital needed to erect these houses was estimated at \$25,000,000 which it was proposed to raise by the issue of 4½ per cent "Grain Elevator" bonds. The retirement of the bonds was to be effected by the imposition of an export tax of 50 cents to \$1 per metric ton on all cereals. It was estimated that this tax would be offset to the shipper by a saving of \$9,000,000 per year through the elimination of bags, the freight saved on extraneous matter, in mechanical loading and unloading, and in the enhanced value of the cleaned and graded grains shipped. The only disputants of the policy proposed were the railroads and the shippers, but the government is fully determined to adopt the policy of elevator encouragement regardless of the position of these two powerful factors.

Last fall a further proposal was made to have elevators at all stations where the annual receipts of grain averaged over 5,000 tons, and the government is empowered to purchase all the elevators which now exist.

AUSTRALIA APPRECIATES AMERICAN
METHODS

Following the lead of New South Wales, which recently invited an American engineer, George T. Burrell, of the Burrell Engineering and Construction Company, Chicago, to come to that country and advise with them about the construction of elevators in the state, Victoria's Trade Commissioner has made a comprehensive report on the need of better facilities for handling bulk grain, and recommends that a commission be sent to this country and Canada for the purpose of studying the methods in use here and the type of elevators which have been most successful. It is proposed that a system of elevators be constructed in Victoria, in which a terminal elevator of 2,750,000 bushels capacity at Williamstown, another of 1,250,000 bushels at Geelong, a floating elevator at Williamstown, and interior elevators of a total capacity of 4,920,000 bushels, figure prominently. An estimated cost of \$7,721,260 has been put upon this work, and steps are to be taken to engage the co-operation of New South Wales and South Australia.



WAREHOUSES IN BUENOS AIRES

for turning a wilderness into an Eden. Two hundred and fifty sea caravans came to some of their Red Sea ports. When, in later days, they settled on the coasts of Spain, their colonies obtained the same enviable fame. Their writings on agriculture were highly famous. Kutsami was the author of "The Nabathean Agriculture." There were celebrated works, in Mohammedan times, by Abu Omar, Abu Abdallah, and Abu Zacharia, treating of soils and manures, and their proper application to various crops of grain. A good deal of Rice came with the large trade of Jedda. "Jedda" meant "rich." This was the nearest port on the way to Mecca.

XII.

PHOENICIA

THE HITTITES.

It seems to be a necessity of scholarship to look upon civilization, or city-building, as originating in the Aral region. But civilization also comes all finished into view with the Pyramids of Egypt. Later, the world's capital arises in Mesopotamia. Now between these great powers, Egypt and Babylon, was a mysterious people, the Hittites, or, perhaps, Canaanites. The Egyptians called them the Khita. Their writings are still but poorly deciphered, if at all, and their whole affair is a puzzle like the Etruscan one.

In the region of these Hittites arose the Phoenicians, probably the first of men to transform and



VIEW OF THE HARBOR ON THE PLATTE

Carthaginian side of this story, so the Phoenicians are the ones who bore the ill name of it, until the details of the antichretic mortgage at Babylon and in Egypt explained how silver money, in replacing cattle as currency, would gradually evolve interest on non-increasing property.

[TO BE CONTINUED.]

Ohio Grain Dealers' Fall Meeting

Discussion of Proposed Revision of Corn Grades—Governor Cox Addresses Large Meeting—Reports Show Good Ohio Corn Crop—Merrill and Metcalf Resolutions Endorsed

Columbus, Ohio, was the scene of the Fall Meeting of the Ohio Grain Dealers' Association on Friday, October 31. Weather neither promising nor unpromising greeted a large gathering opposite the State Capitol in the Neil House. As is the rule with this association, strict business discussion was the program for this Fall Meeting on such subjects as crop condition, corn grades, matters directly affecting financial success, the correct handling in an intelligent way of business, thus insuring just and reasonable profits, and the co-operation and widening of views impossible through mere traveling.

At the president's call the members rapidly took places and the meeting was quickly in order. President E. C. Eikenberry of Camden, Ohio, was in the chair, opening his remarks with a few expressions on the responsibility of the position which had been given him to fill; on the constant necessity of co-operation not only between members, but between general members and officers and committees; and set forth a few facts of the organization's success and noted progress of its members. Continuing, he said:

"This is strictly a business meeting and as such we want to accomplish much. We always do, in these meetings, and the propositions are of paramount interest. New business replaces old conditions and the old basis is upset. Now, then, this convention is the best place to learn the new; it is informal and we want everybody to express his candid opinions. This is the place to enlighten your neighbor. We may trim our sails to the wind so that new conditions may not affect us much, but to do so we must listen carefully, ask questions and use good judgment."

Mr. Eikenberry then announced an address by Governor Cox for the afternoon session.

Secretary J. W. McCord in behalf of the grain dealers and millers of Columbus extended the courtesy of a luncheon in the Neil House at noon to the entire convention. He also read a telegram from Earl C. Bear of Hicksville, Ohio, who regretted absence on account of sickness, this being the first time he had not been present since becoming a member of the association. He then announced the president's selection of committees which in this active and long established body is a long one. Special committees, active at present, are: Bill of Lading, Ohio Agricultural Stations, Claim Bureau, Traffic, Membership, and the regular standing groups.

WASHINGTON CONFERENCE

H. S. Grimes of Portsmouth was first called upon, having come directly from Washington, meeting with Secretary Houston of the Department of Agriculture, Dr. Duvel of the Grain Standardization Bureau, and representatives from every section of the country and every affected branch of the industry. He said in part:

"Two days were spent in Washington elucidating these corn grades and the conference is now in session on the bill of lading proposition to secure uniformity. The Interstate Commerce Commission called a meeting of shippers and railroads and the matter was gone over thoroughly, with the result that the commission seems to lean towards shippers' claims rather than the dealers. There is no question, however, that the new bill of lading when once formulated will be beyond and above dispute. As for the Corn Grades discussion, every chair out of 250 to 300 was filled with representative grain men from the country over."

Mr. Grimes recalled the order issued under Dr. Wiley about confiscation of grain by the government for misgraded and undergrade corn, but stated that with effort the order had been rescinded and that no corn would be seized until government rules went permanently into effect.

Adjournment of the morning meeting to reconvene promptly at 1:30 p. m. was then made.

AFTERNOON SESSION

The afternoon meeting was opened on time, the president calling for a definite conclusion to the morning's discussion in which the Lee G. Metcalf and J. C. F. Merrill resolutions had been read. Mr. Grimes presented these two resolutions made at New Orleans for ratification and indorsement before the Ohio Association. Copies of the tentative corn grades were distributed.

ADDRESS OF GOVERNOR COX

At this time Governor James M. Cox of Ohio was introduced and welcomed enthusiastically. He spoke convincingly and with vigor, saying in part:

"It is an opportunity always to face an organization made up of representative men, and I question whether any estimate would find a more potential



GOVERNOR JAMES M. COX

factor in our commonwealth today than the men of the grain trade. They are midway between the producer and consumer, midway between the farm and the city, and therein lies the secret of their potentiality. The problem of the government today is to impress upon the farmer some of the vast problems in the city and to impress upon the city folk the vast problems of the farm. We have the problem of the farm and must do something to keep our boys and girls in the country, do something to interest more people in Ohio dirt and instill into the farmers the necessity for modern methods.

"Contests in all parts of our state show the difference between progressive and conservative methods. The boy produces fifty bushels more corn to the acre and has a better grade in the bargain. There has always been up to the present much duplication with the four sets of agricultural experts such as were supported by the government, the state, the university, and an association. Marked advantages lie in concentration and this is now possible and we have an object which at once has vision and imagination to it.

"All the states are trying to interest immigrants in the soil except Ohio and these immigrants come well prepared for the work with their native economic foreign training. Every day in the year three hundred immigrants go into Cleveland when

at least a proportion of them should be diverted into southeastern Ohio, for there is one of the greatest fruit-growing districts, one which, if pushed as these people could push it, might supply fruit enough for all our states. Again, our highways are bad and my suggestion self evident. The question is, How are we going to get the immigrant to go out onto the farm? I propose the farm credit system, for if it can be done anywhere it can be done in Ohio. There is no citizenship comparable to it in the world.

"Ohio's loss by flood this year is close to three hundred million dollars, which would seem almost calamitous and would be such were it not for our good and sturdy ancestry's example, for they worked and made the soil yield to their desire. I firmly believe that Ohio's example will do more towards methods of flood prevention than any experiment or work up to this time. Many of our future possibilities lie in the country precincts and it falls to the grain dealers to help establish these rural districts. Shocking reports come from the country about school conditions and pupils and attendance. November 14 will be a day for pupils, parents and patrons to see conditions as they exist and possibilities of the future. A big convention from every county and school district is to tell the legislature what is needed for growth, and upwards of four thousand school meetings will be held.

"I ask the vigorous co-operation of the grain dealers for a brilliant Ohio future and for the re-inhabitation of the country. We have just witnessed those wonderful celebrations of Gettysburg, not the meeting of the 'Johnnie' and 'the boy in gray,' but a peace gathering, and of the Lake Erie Celebration, impressing us with the necessity for unbroken peace, and yet when we speak about electing a member of the school board or on other vital questions, one asks which political party is for this.

"As members of this commonwealth I urge you at all times to give any suggestion to us for our improvement and the advancement of our people."

A rising vote of thanks was immediately given the governor.

CORN GRADES DISCUSSION

The discussion on the resolutions was immediately resumed. Mr. McCord here spoke of taking the grading up with the Tri-State Association and of its adoption of the government's tentative plans.

J. E. Wells of Quincy, Ohio, president of the Miami Valley Association, was called upon for a report as to action taken by his dealers, but reported no definite decision had been reached at the meeting since more doubt existed and greater trouble seemed to be caused at the receiving end than at the initial or grading end. They believed that there should be one determination of grade by government inspection. Mr. Wells stated that he looked upon the grading as amended by the Grain Dealers' National Association as the proper one, not only allowing the present grading to not be disturbed so generally, but permitting a fairer payment for corn under different grades and giving the farmer the incentive to try to produce "Standard" 17½ per cent corn, rather than that containing 19½ per cent moisture and grading as at present No. 3. He said: "We are in a progressive age and I feel sure that once adopted we would never want to return to these old grades to which we now cling."

A question here was introduced which received no immediate answer: "How is the corn to be tested in a practical manner and to such a nicety as 17½ per cent or 19½ per cent?"

Reports by E. W. Crowe of Piqua, E. L. Southworth of Toledo, and S. L. Rice of Metamora followed, the latter showing that the Tri-State Association would have approved the Merrill Resolution had it come before that body. Mr. Rice also reported ownership of a moisture tester, but stated that he did not think it had as yet many practical trials since many of the farmers in his district fed their grain to a great extent.

Mr. McCord, reading from the "American Grain Trade," gave Dr. Duvel's statement and defense of the tentative corn grades at New Orleans, and showed his firm stand, but Mr. Grimes stated that the doctor had retreated from this stand and would

now make recommendation similar to grain dealers' grades on account of opinions expressed at farmers' meeting held in Des Moines. A general discussion followed. It was stated that the manner in which these grades would be enforced would lie in the hands of the Secretary of Agriculture and a legislative committee of the Grain Dealer's National Association. There would at least be no enforcement for eight months to a year, but that this movement had been started by the government and would be carried to a finish. Therefore the association's work lay in trying to shape these rules, giving best possible conditions for all and the maintenance or advancement possible to grain dealer and farmer.

L. W. Forbell of New York City said: "I presume that this meeting will take action either for the Merrill Resolution or for the government grades. As I understand it, Dr. Duvel would not recommend a change in his grades but would give such a proposal a fair chance, and this I think has been done at Washington during the meetings."

THE MERRILL RESOLUTION

The Merrill Resolution as adopted at the New Orleans Convention of the Grain Dealers' National Association was then read as follows:

Whereas, The Department of Agriculture of the United States, acting under the authority of Congress, has formulated tentative grades to be applied to corn moving in interstate and foreign commerce; and,

Whereas, This governmental action has aroused the widespread and general interest throughout a large section of the country; and,

Whereas, The Department of Agriculture, through its representative, Dr. J. T. Duvel, Crop Technologist of the Bureau of Plant Industry, and the Grain Dealers' National Association in convention assembled in the City of New Orleans, have devoted the day of October 15, 1913, to a formal conference on the questions thereby raised for a wise and practical solution of the same; and,

Whereas, It is most desirable to not disturb well established and deeply rooted practices of the commerce in corn throughout the country; therefore, be it

Resolved, That it is the sense of the Grain Dealers' National Association that the grades proposed by the Department of Agriculture in the main be and hereby are approved, but that a change in the name of one grade and the numerical position of three grades is desirable in the interest of commerce, whereby long continued practices will not be materially or injuriously disturbed; and be it

Resolved, That, to this end, it is the sense of the convention that the grades of No. 1 corn and No. 2 corn, as proposed by the department, shall be agreed to, but that the grade as proposed by the department as No. 3 corn, with a maximum moisture content of 17.5 per cent, shall have for its name standard corn, and that the remaining three grades proposed by the department as Nos. 4, 5 and 6, shall be numbered 3, 4 and 5; and be it further

Resolved, That inasmuch as the requirements pertaining to percentage of dirt, unsoundness, broken grains and foreign matter of the several grades formulated by the department are not dissimilar from those contained and specified in existing rules; and, inasmuch as the practical working of existing rules has shown the error of the absolute exclusion of mahogany corn from the grades following the grade of No. 2 corn. That it is the object of this convention that mahogany corn be admitted to the grades as follows: No. 3, 1 per cent; No. 4, 2 per cent; No. 5, 3 per cent. Otherwise the percentages proposed by the department he agreed to.

After considerable discussion in which numerous expressions of approval were elicited, the resolution was indorsed by the association.

UNIT WEIGHT QUESTION

C. E. Groce of Circleville started discussion on the question of weights and measures, stating the varying methods which seemed to be the common practices, such as buying during the fall at 70 pounds per bushel, then changing to 68-pound basis and confusion of 100-pound unit. Mr. McCord submitted the Ohio law on the subject and its recent amendment defining the standard bushel of various stuffs. He stated that grain, however, could be bought with any unit basis if so stated and consequently it was of advantage for the sake of book-keeping alone to buy by the hundred. Mr. Wells noted that he had changed to this system and had found it to work very well. After Burton Caine of Cutville had explained a difficulty which had arisen between himself and a Pennsylvania dealer on the 68-pound bushel basis, a motion was made to have it set down as the consensus of opinion of the association that corn should be bought on the 100-pound

flat basis. Several dissenting opinions were expressed, among which was the following dialogue:

"We have changed from sun time to Standard Central Time, why not change this buying basis to the practical and standard hundredweight?"

"Well, it will antagonize the farmers in my district."

"Not any more so than when the change in time was made."

"Well, the farmers in my section are still using sun time."

However, the motion was carried.

THE METCALF RESOLUTION

L. W. Dewey of Blanchester presented the Metcalf Resolution covering Federal supervision. This he read in full as passed at the New Orleans Convention with a few remarks made plain that he approved of both government supervision and government inspection. E. C. Eikenberry remarked that this should be considered in detail, since the government undoubtedly would apply like machinery later to oats and wheat. The secretary showed that the government had intervened to take up this matter simply because the various associations had done little or nothing towards promoting commercial integrity.

J. W. Burk, a prominent miller of Springfield, said that the government had already tackled their



H. S. GRIMES
Portsmouth, Ohio

trade and laid down regulations concerning it so that he thought the grain trade would be the next to be lined up. With the question, the Metcalf Resolution was then adopted.

CORN CONDITION REPORTS

The importance of this meeting was again cited by the president, for in these conferences the central dealer and city operator hears "first-hand" reports from the country elevator operators. The following local reports were given:

Drake County—65 to 70 per cent of average crop and in all probability would not be handled until November 15.

Greene County—As good as, if not better than, average. Would begin handling November 15.

Champaign County—Better than average. About 85 per cent of full crop, buying about December 1; lots of corn on the ground and cribbing urged.

Mercer County—Average quality, corn heavy, farmers careless, buying November 15.

Pickaway County—Dry weather has "queered" the corn except in bottoms and prairie land.

Ross County—75 per cent crop, handle November 15.

Preble County—50 per cent crop account of dry weather.

Madison County—Good corn produced, 75 per cent crop but 24 per cent moisture, thus loss by shelling.

Auglaize County—Crop 65 per cent, buying November 1.

Marion County—75 per cent of full crop, about ten-year average. More corn available for market on account of plague among hogs. To buy corn about December 1.

P. S. Goodwin of Chicago remarked that his impression that corn would be shipped earlier than in other years had been verified, and that he appreciated getting a line on the Ohio corn conditions first-hand. He said that Ohio showed very good yields and practically leads what are known as the seven surplus states for crop per acre, so that Ohio is to be congratulated. He thought that there would be no exporting unless Liverpool prices swung up quickly or Argentina suffered a drought and that Ohio's surplus would this year have to be reshipped to surplus states for feeding to take place of that ruined by droughts. He expressed strongly a desire for conservatism in grain regulations, rather than the progressive movement now being pursued by the government.

After a short discussion of existing clover conditions, the meeting adjourned *sine die*.

CONVENTION NOTES

P. S. Goodwin of Chicago warmed up to true oratorical style in hopes of rivaling the pride of Ohio.

J. B. Lathrop maintained a position of rivalry to the Sphinx, except for a short dissertation on clover.

There was no mention in the meeting of scoop shovelers, but in the lobby gossip they were dealt with unmercifully.

The meeting proved to be of the "On again—off again—gone again" kind, everybody appearing at ten and disappearing at five.

In looking over the attendance lists it looks like a pretty solid Ohio front. Could it be possible that anybody missed the meeting?

S. L. Rice of Metamora would approve heartily of city streets for rural districts so that there would be possibilities of a movement of the crop.

That New York City is a really great metropolis we are inclined to believe since it is generally represented and defended when necessary by L. W. Forbell.

Someone approached the personal with remarks on bald heads, but J. E. Wells, who was inseparable from his nephew, C. E. Wilkinson of Sidney, took no offense.

Charles A. Knox of J. F. Zahm & Co., Toledo, seemed to think that the farmers were storing his money in their attics and that there was small chance of his resting in clover. He's a bear!

H. S. Grimes' resolution seemed to certainly strike the funny spot of the assemblage for not only was the prevention of selling calves under two years promoted or proposed but the resolution was further amended for roosters and eggs. Finally the resolution was withdrawn.

THE ATTENDANCE

Among those present registering from Ohio were: J. W. McCord, Columbus, secretary Ohio Grain Dealers' Association; C. O. Garver, Columbus, Ohio Grain Dealers' Insurance Association; O. Feeley, Columbus, Pyrene Company; A. H. Cratty, Columbus; W. M. Lathan, Haydon; H. J. Niswonger, Arcanum; H. W. Robinson, Cleveland; W. C. Hile, Versailles; E. T. Custenborder, Sidney; W. A. Niswonger, Quincy; W. M. Hogan, Era; F. P. Hastings, Cedarville; F. W. Blazy, Cleveland; Fred Abel, Cleveland; E. C. Eikenberry, Camden; Burton Cain, Cutville; C. M. Eikenberry, Camden; J. P. McAlister, Columbus; Fred Kile, Kileville; C. W. Pontius, Lewisburg; Clark S. Wheeler, Columbus, Ohio State University; E. H. Gunnett, Univille Center; S. L. Rice, Metamora; J. B. Lathrop, Berky; O. M. Shepard, Christiansburg; H. J. Brubaker, Rex; J. W. Channel, Melvin; H. O. Toms, Prospect; H. M. Strauss, Cleveland; C. W. Baker, Kinderhook; C. K. Hunsicker, Williamsport; F. E. Watkins, Cleveland Grain Company; Ballard N. Yates, Williamsport; L. H. Johnson, Springfield; E. A. Falknor, Kessler; O. M. Clark, Cable; L. R. Watts, London.

A. S. Garman, Akron, representing Huntley Mfg. Co., Silver Creek, N. Y.; C. E. Morris, Waldo; W. M. Myers, Lockbourne; H. W. Wolfley, Prospect; T. C. Pain, Cleveland; U. G. Furnas, St. Paris; H. S. Heffner, Circleville; L. W. Dewey, Blanchester; L. G. Shanely, Pemberton; R. G. Calvert, Selma; O. F. Furrow, Fletcher; J. W. Sim-

mons, Pemberton; Joseph Wolcott, Conover; W. B. Jackson, Sidney; A. Felty, Columbus; E. A. Grubbs, Greenville; M. W. Whitker, Bowling Green; C. E. Groce, Circleville; H. S. Grimes, Portsmouth; W. S. Cook, Columbus; J. E. Wells, Quincy; C. S. Young, Bowling Green; Jesse Bundige, Kingston; C. E. Wilkinson, Sidney; K. B. Seeds, Circleville; J. C. Spurrier, Marysville; C. K. and F. N. Patterson, Piketon, millers; D. F. Taylor, Canal Winchester; E. O. Teegardin, Duvall; G. P. Teegardin, Ashville; M. J. Young, Philip Smith Mfg. Co., Sidney; R. Smith, Sidney, representing Union Iron Works, Decatur, Ill.; E. Stritmatter, Portsmouth.

E. L. Southworth, Toledo; George Wehring, Interstate Dispatch, Cincinnati; R. F. McAlister, Columbus; A. V. Perrill, Xenia; Ed Atherton, Green

A Million-Bushel Elevator Displaces Foundation

Fault in the Earth Under Foundations Causes Transcona Elevator to Sink and Tilt at an Angle of 30 Degrees—Mass of Steel and Concrete Stands the Strain Without Collapsing—Grain Salvaged Without Loss

One of the most spectacular incidents in the history of the grain trade occurred on October 18 when the Canadian Pacific 1,000,000-bushel elevator at North Transcona, Manitoba, slowly sank on its foundations, tilting to the westward till an angle

transfer house proper at which the grain is loaded to and unloaded from the cars, and the 65 storage bins with a capacity of 1,000,000 bushels of grain, which were practically full at the time of the accident. The former is apparently unharmed and the foundation seems to have been unaffected by the shifting earth under the heavier structure.

At the left of the first illustration is shown the Morris Grain Drier which was uninjured.

The plant had been in operation about a year, having been built at a cost of between \$140,000 and \$150,000. It was an important link in the Canadian Pacific string of elevators, and was used largely as a transfer house for grain from the West which was held there until the terminal elevators were ready to handle it, while the cars were rushed back for further supplies. The loss of this unit of the system will make little difference in the handling of grain from the Northwest, as the railroads and elevators are in good shape to take care of the supply.

The first shifting of the elevator foundations was noticed at 11:15 on Saturday morning. Within an hour the movement had become so great that the bridge between the transfer house and the bins crashed to the ground, a wreck of twisted steel, torn rubber belting and metal roof. At one time the top of the bins was traveling westward at the rate of about a foot a minute, but most of the time the movement was much slower. When the displacement had approached 25 degrees the cupola and roof came crashing down, leaving the tops of the bins open and the stored grain exposed. The weather conditions were favorable, however, and the grain can be moved with little loss from the weather. Holes were chiseled in the side of the bins and chutes placed at the openings which delivered the grain to the foot of an elevator leg in the receiving house, from there it was delivered to the



THE WRECKED PLANT FROM THE SOUTHEAST

Camp; George E. Stephenson, Rosewood; A. G. McCall and Malon Yoder, Ohio State University, Columbus; Charles A. Knox, J. F. Zahm & Co., Toledo.

J. F. Hubbard, Piqua; C. N. Adlard, Piqua; G. A. Payne, Columbus; E. W. Crowe, Piqua; C. O. Barnhouse, Agosta; H. P. Thomas, South Charleston; L. C. Gordin, South Solon; B. E. Thomas, Plain City; G. W. Lamb, Hooker; H. L. Robinson, Columbus; J. P. Grundy, Carroll.

J. A. Reessler, Caledonia; John McDonald, Washington Court House; W. E. Baker, Richwood; C. A. Powers, Genoa; F. Baughman, Columbus; L. Bodman, Portsmouth; C. S. Behymer, Rockford; F. C. McGovern, Dresden; J. C. Paul, Botkins; C. E. Brown, Columbus; Rhea Chenoweth, London; J. A. Long, London; H. F. Farrer, London; J. H. Motz, Brice; A. V. McClure, Eldorado; Willis Jones, Mt. Sterling; J. W. Burk, Springfield; G. E. Sommers, Green Creek; A. F. Herr, Groveport; H. S. Cruikshank, Columbus; A. L. Gilman, Columbus; Hon. James M. Cox, Governor of Ohio; J. F. Ruffing, Marion; C. W. Mallett, Columbus.

From out of the state there were: G. H. Baxter, Richardson Scale Company, Chicago, Ill.; William Loubin, Pittsburgh, Pa.; J. F. McCoy, "American Elevator and Grain Trade," Chicago, Ill.; P. S. Goodwin, crop expert, Chicago, Ill.; L. W. Forbell of New York City; George C. Jaeger, Pittsburgh, Pa.; M. Necas, Chicago, Ill.

CORN EDUCATION

Recognizing the value of education along the lines of any industry or its products, the American Manufacturers' Association has recently issued a booklet under the title "Corn and Its Uses," which is being sent out for the use of colleges, domestic science, and normal schools. The booklet is prepared by recognized authorities and edited by experienced teachers, and is designed to show the history of corn, which is included in five short chapters treating of its biology and chemistry and development. The value of such a study is very great, and the style is so clear that any class above the primary grades could use it to advantage.

Another booklet describing the process of manufacture of corn products is only of less general interest than the other. This book is designed to show the great number of uses to which corn is put at the present time, not only as a primary food product, but in the manufactures.

of 30 degrees from the perpendicular was reached. Within less than an hour from the time the movement was first noticed a large force of engineers of the Canadian Pacific Railway and the Barnett & McQueen Construction Company were on the spot



THE TRANSCONA ELEVATOR FROM THE NORTHWEST, SHOWING THE TOPS OF THE EXPOSED BINS AND THE WRECKAGE OF THE CUPOLA

with a great crowd of spectators, watching in impotent idleness the great mass of steel and concrete sinking to its doom, helpless to suggest a means of stopping the disaster. Instruments were set and careful notes made of the movement which continued for about 24 hours, but until the movement ceased there was nothing that could be done nor the wildest estimate made of the extent of the damage.

The transfer house was built in two sections, the

waiting cars. All the grain below the cut holes had to be handled by hand or improvised elevators.

The structure was erected on what is known as a floating foundation. A solid monolith of masonry is laid down with sufficient bearing surface to support in safety the weight to be placed upon it. While considerable soft earth has been found in excavations around Winnipeg, careful tests of the ground on the elevator site before the building was started seemed to make this plan perfectly safe.

A local paper quotes J. G. Sullivan, chief engineer of the Canadian Pacific, as follows: "In designing the building, it was felt that every precaution had been taken to make it safe. In Winnipeg and vicinity the floating foundation system, as opposed to the piling system, has been adopted in a number of large and important buildings. It was felt that it would be perfectly safe in this one. Before it was finally adopted, expert advice was secured and tests made of the ground on which it was to be erected."

"Evidently there was some fault in the earth which we did not detect in our preliminary investigations. It would seem that there has been a soft stratum beneath. When the tremendous weight was placed on this it had started moving or squeezing out. This allowed the elevator to shift, and when one side started to sink more rapidly than the other, there followed a sliding movement to the westward."

"I can see no reason for criticism either of the structure itself or of the men who erected it. It was a misfortune which no one had foreseen, brought about by undetected conditions of the ground."

As a result of the accident the ground has been

Why "Standard" Corn Should Replace No. 3

Corn Should Be Graded According to Normal Conditions and Proportionate Volume—
Primary Market Receipts Should Determine Standard Grades—Changing
No. 3 Grade Would Thrust an Unjust Burden on Producers and First Handlers

By C. B. RILEY *

The grain dealers and producers in the grain-producing states have for years believed in the necessity for greater uniformity and stability in the matter of classification and grading of grain.

They believe that proper standardization and grading are possible and necessary, if such products are to reach the consumer in an expeditious and economical manner. However, they deem it undesirable to so grade and classify corn as to cause radical deviation from what has for years been recognized as reasonable specifications for the commercial grade.

They believe that in the determination of grades the general and natural conditions of grain and the

facturing, or exporting, should he not buy an extra quality, suitable for such purpose, or buy natural corn and condition the quality in conformity with his requirements, especially since such requirements are of the nature of special requirements and infinitesimal when compared with the greatest demand incident to the use of the entire production?

In classifying grain, the elements necessary to maintain natural commercial grades and values should be recognized and constitute the basis for the classification; all other grades should sustain proper relation thereto, in specifications and values, but should not be controlling factors in either, since such grades occupy a more restricted place in the broad field of general commerce, and can be provided for by the purchase of higher grades of natural corn, or by conditioning the quality desired, consequently there can be no justification for penalizing the producer on his holdings, by forcing them into the grades of No. 4, or lower, and this will inevitably result from changing the long-established names or numbers of the grades as contemplated in the proposed schedule. We do not believe even the desire to perpetuate continuity in grade numbers will justify the cost and embarrassment that will follow the effort to educate the trade, and especially the unorganized producers, who will be slow indeed to realize the necessity for accepting unstable and fluctuating prices based on a discredited grade of No. 4 Corn, in name, that has for many years passed as No. 3 in quality.

In this connection it might be well to see what the statistics show as to the uses made of such corn as enters the market, for other than feeding purposes, in its natural form.

Per Cent Based on Average Annual Crop of 2,700,000,000 Bushels.

(U. S. Crop Reporter, December, 1912, and January and March, 1913.)

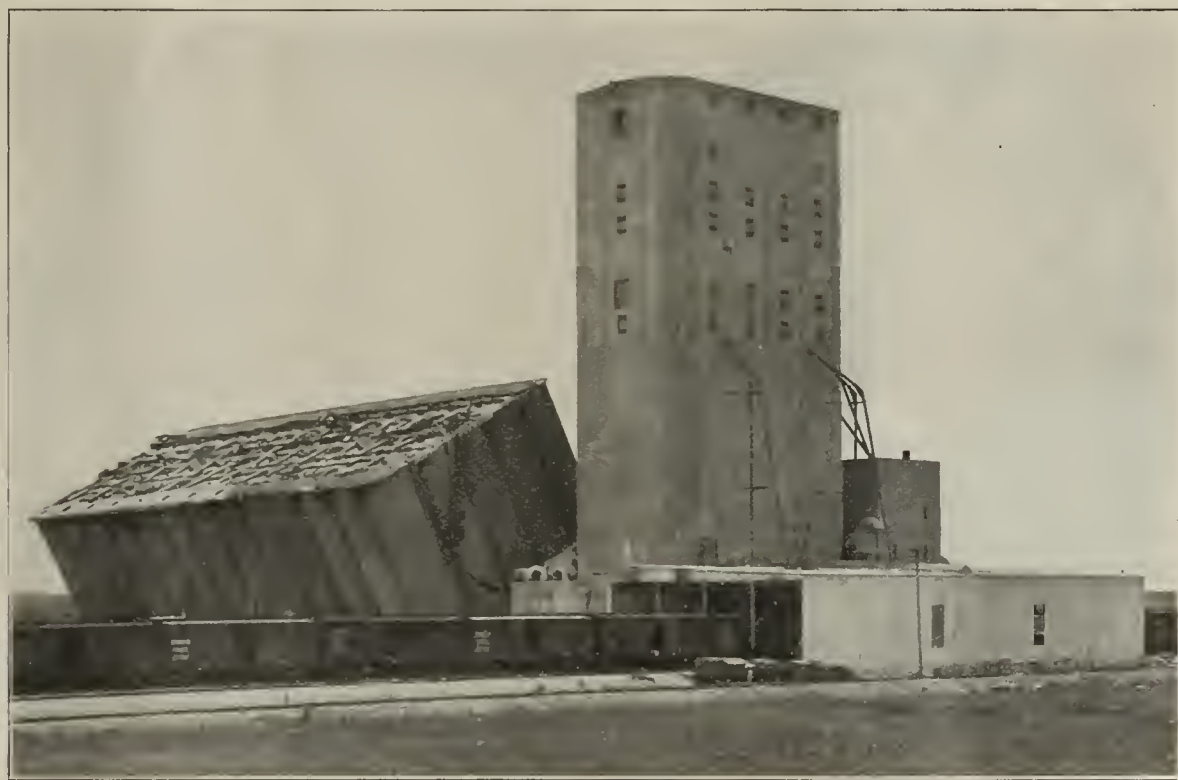
	Bushels.	Pct.
Used in flour and grist mills (census) ..	245,000,000	9.1
Used in the manufacture of glucose and starch	40,000,000	1.5
Used in the manufacture of distilled liquors, 1910	21,000,000	.8
Used in the manufacture of malt liquors ..	14,000,000	.5
Used for food in towns	120,000,000	4.4
Exported corn and meal	45,000,000	1.7
Balance	28,000,000	1.0
Total	513,000,000	19.0

Of the 245,000,000 bushels used in flour and grist mills, a portion returns to the farm for consumption. This quantity may be estimated at about 125,000,000 bushels. If we include this quantity, viz., 125,000,000, with the farm consumption, the total farm consumption would be about 2,312,000,000 bushels, or 85.6 per cent of the total crop, leaving 14.4 per cent for all other uses.

In order to show that purchasers of corn for special purposes can obtain the limited amount of the kind required most any month in the year, in so far as the moisture content is concerned, we will submit the report of receipts and grades of one market, viz., Indianapolis, during the movement of last year's crop, beginning with the month of November, 1912, and each month thereafter, down to and including the month of May, 1913. The tests were as follows:

Month.	Total No. of cars tested.	Test 17½% or better.	No. of cars.	Test 18% or better.	No. of cars.	Test 18½% or better.	No. of cars.	Test 19% or better.	No. of cars.
1912—									
Nov. ...	1,368	1.39	19	5.92	81	10.52	144	23.24	318
Dec. ...	1,896	6.06	115	19.19	364	28.15	534	52.94	1,004
1913—									
Jan. ...	1,533	7.69	118	22.89	351	34.96	536	54.40	834
Feb. ...	1,631	3.31	54	20.35	332	29.61	483	59.16	965
Mar. ...	904	7.12	67	33.19	300	47.67	431	73.33	663
Apr. ...	602	41.69	251	67.93	109	76.40	406	90.02	542
May ...	1,137	94.18	1,068	97.52	1,106	98.66	1,119	100.00	1,137

* Address delivered at the meeting of grain dealers with Secretary Houston of the U. S. Department of Agriculture, Washington, D. C., October 29, 1913.



THE ANGLE AT WHICH THE BINS REST IS BETWEEN 30 AND 35 DEGREES

shown to be extremely soft. On the west side it has flowed badly and been lifted high against the sides of the bins, heaving and cracking for some distance as if from an earthquake. The pile of earth, 25 feet in height, served as a support for the weight of the bins and probably prevented them from going completely over. On the east side the edge of the foundations is exposed for the full width of the structure, and the earth here has heaved and pitted to a considerable extent.

Without doubt the most remarkable feature of the accident lies in the fact that the bins have stood the tremendous stress to which they have been subjected without any signs of failure. The design called for a set of bins capable of resisting pressure from the inside only, and yet these have been submitted to twisting strains, brought by the displacement of their own weight at a severe angle, to which is added the tremendous weight of 55,000,000 pounds or 27,500 tons of wheat contained, and in places there are external stresses sufficient to crush a less rigid structure.

Engineers are now working on the problem of how best to right the bins, and it is probable that the plan will eventually be adopted by the engineers, of lowering the whole structure some fifteen feet, the depth of the lowest corner of the foundation, and constructing a drainage system under the plant to take care of the incidental moisture. This plan has received the most favorable comment of any suggested.

ordinary demand therefore, should be recognized as controlling factors, while extraordinary or special demands or conditions, involving the matter of quality as well as the matter of quantity and distribution, should be subordinated to the general conditions. Special demands can and should be provided for by the use of products of special or extra quality, either natural or artificial.

They believe that natural and ordinary commercial conditions and necessities contemplate the grade of corn that exists in the largest volume in the producing territory, under normal conditions as to quantity and quality, and that such corn should, *ipso facto*, constitute the basis for the commercial or contract grades in such territory, and for the territory that draws its supplies therefrom. Such corn is now classified and known to the trade as "Three Corn."

If a distributor of grain is so situated that, by reason of climatic or other conditions, corn in its natural or normal condition, merchantable in the markets near its production, will not meet his requirements, is it not fair that this trade should pay for a quality that will meet the requirements, thus assuming the burden of the infirmities incident to his locality or other necessity, rather than place such burden upon the producer by classification or otherwise?

If the buyer desires to use corn for storing, manu-

Indianapolis market is a primary market, receiving practically all its grain direct from the country shippers, drawing its supply largely from the great corn belt of western Indiana and central and southern Illinois.

According to this report, it would seem that patrons of this market could have received natural corn of high grade, in sufficient quantities, many months of the year, to take care of their special necessities, besides which increased quantities of suitable corn for some of the special uses could have been procured, as it is reported that most manufacturers of corn products, being able to use corn of high moisture content, condition it before grinding by the introduction of moisture when the corn does not carry about 19 to 21 per cent in its natural form.

This moisture may afterwards be expelled by a system of drying the meal or other products, but if it is necessary or desirable to have it in, that the highest degree of efficiency may be realized in the process of manufacturing, we see no reason for penalizing the producer for not expelling the natural moisture content before marketing, except of course upon the theory that artificial moisture can be introduced by the manufacturer at less cost than to buy Nature's deposit in the natural corn, and such reason does not justify the practice.

It is also understood by feeders generally that corn, very dry and hard by reason of the low moisture content, is not so desirable nor so profitable when fed in its natural form and that the moisture content, properly distributed by the laws of Nature, is more advantageous than artificial moisture, introduced after the corn is harvested.

The exporter, of course, may desire corn of low moisture content, but since he uses less than 2 per cent (just 1.7 per cent) of the total production of the country, or even less than half the amount consumed by the poultry of the country (that consumes 3.6 per cent of the entire crop), he will have but little trouble in getting that amount of high-grade natural corn any month in the year, if he is willing to meet the requirements in the matter of price. In addition to this he can, and I understand does, kiln-dry much corn for export, which doubtless is more profitable to him than to buy the higher grades at the prices they bring in the general markets of the country.

Now, it is our belief that the producers and first handlers of grain, who are the owners thereof when it first enters the market, desiring and compelled to sell it in its natural form merchantable for general use in the locality where produced, are entitled to classify it, or have it so classified that they may avail themselves of the general markets of the country for such natural corn, on such terms and conditions as to quality and grades as will preserve their rights and bring to them just rewards for their efforts, freed from the burden of conditioning it by mechanical or other means for special uses or demands. Such special requirements are not of the producers' creation, but are incident to special demands, developed after the natural corn enters the markets, and each demand may require a different quality or condition, thus bringing much trouble and an unjust burden to the producers and first handlers, should they be required to adjust themselves and their trade to the new conditions, or submit to a penalty in the matter of discounts or depreciated values for failure. The interests and parties that create the demand for special conditions and desiring the tentative grades to supply such demands are limited in number in comparison to the producing public and first handlers, and are able to conform to such extraordinary requirements, and usually do so, by equipping themselves with machinery and otherwise for conditioning and preparing grain to meet such special demands.

We therefore ask in the interest of the producers and first handlers of corn, that the standards be so constructed as to permit natural No. 3 corn to retain its present status in the trade as the standard, or merchantable grade, with a maximum moisture content of about 19 per cent, and that other grades, both higher and lower, be so constructed as to bear

proper relation thereto, and to that end we favor the reconstruction of the proposed grades or the insertion of the proposed "Standard" grade, whereby grade "Three" will take the place of grade "Four," as recommended by the Grain Dealers' National Association, and the trade as represented at the Des Moines meeting and elsewhere.

C. N. WARD

Utica, N. Y., is justly famous. It is the birth-place of C. N. Ward, Iowa representative of the Union Iron Works of Decatur, Ill., who sells cleaners and shellers and a line of elevating and conveying machinery to the prosperous grain trade of the Hawkeye state.

He was born in —, never mind when—but two years later he decided to come to Illinois. His father and mother accompanied him. Here he lived on a farm down near Ottawa, receiving his early education in the public schools of that metropolis, and later finishing his studies at the Cook County Normal in Chicago.

He anticipated the advice of Pastor Wagner by some years and went "back to the farm." After



C. N. WARD
Iowa Representative of the Union Iron Works.

helping harvest two crops, he decided to let someone else do the work while he bought and sold the grain that they brought forth. For six years he engaged in the grain business at Marseilles—no, not France,—Illinois.

As all grain men do, he saw that if he continued in the business he would soon have more money than he knew what to do with, so he passed it up, to be sure of getting through the Needle's Eye, and connected himself with the Marseilles Manufacturing Company which had the benefit of his services for—, say, if we keep up this chronology you'll soon know how old Charlie is,—well a good many years, and then transferred his allegiance and energy to the Union Iron Works, and for the past year has been making history in Iowa with offices at 716 Hubbell Bldg., Des Moines. There may be something about elevator equipment that C. N. Ward doesn't know, but if there is it was omitted from the eleventh edition of the Encyclopedia Britannica or any other well known work.

From Kansas are heard reports of wheat germinating and sprouting in twenty-seven hours, and several remarkable growths of wheat planted in middle of September have been recorded near Wichita.

The twin ports, Fort William and Port Arthur, show a 20 per cent increase in shipping over last year for August and September, and during these two months the total shipments leaving the head of Lake Superior from these two cities was 23,317,000 bushels.

CORN GRADES GO TO FINAL JUDGMENT

The final hearing on the proposed corn grades was held in Washington, D. C., on October 29. The officials of the Agricultural Department were present with about 200 grain dealers, producers, and exporters. All of the primary markets were in evidence, and the assembly was one of the most representative bodies of grain men ever gathered together. Secretary Houston was present but requested President Jones of the Grain Dealers' National Association to preside over the meeting so that he could give his undivided attention to what was said.

To insure against waste of time, President Jones asked every man who wished to be heard on the question to check his registration card, and everyone so indicating his desire was called upon. There was no delay and no one was slighted. He opened the meeting by reading the Merrill and the Metcalf Resolutions, adopted at the New Orleans convention, and voiced the hope that the Department of Agriculture would consider that these changes expressed in the resolutions could be easily made without affecting the general purpose of the Department. He spoke briefly but to the point on the unfairness of the elimination of mahogany corn, and concluded by saying: "When the corn grades are promulgated, there must be supervision to insure the uniformity of inspection so much needed." In reply to the question of Secretary Houston as to what he meant by supervision, he said: "A system that will guarantee that loaded grain shall be as it is represented to be."

The first speakers called upon were C. P. Blackburn, J. Collin Vincent, and George S. Jackson of Baltimore, all of whom expressed the conviction that the new rules would create difficulty with the export trade, doubting the efficiency of the moisture testing machines for commercial purposes. J. H. Cofer of Norfolk, Va., objected to the New Orleans resolutions, as did A. F. Leonhardt of New Orleans, and H. B. Dorsey of Texas. Throughout the discussion the division line of North and South was clearly drawn on this issue.

George A. Wells of the Western, and Charles B. Riley of the Indiana Grain Dealers' Associations stated that the dealers and farmers all preferred the present grades and endorsed the New Orleans resolutions, as did H. W. Danforth, who represented the "Co-operators" throughout the United States.

By far the greatest number of those who spoke favored the resolutions but gave voice to the opinion that the matter of grades was not so important as the method of enforcing them. Henry L. Goemann of Toledo, J. C. F. Merrill, of Chicago, and Frank G. Crowell of Kansas City, speaking on this point to good effect. The latter said: "The issue is not one of the making of grades but their enforcement and the enforcing of the delivery of what is sold. The Exchanges in the past have agreed on the uniform grades, but they have never enforced them. All else will be futile unless the grades can be lived up to. The producer is not the whole thing; the consumer has his rights. So the trade is interested in knowing what is the position and what the power of the Government on the question of enforcing the rules."

J. C. F. Merrill stated that the law should provide that the inspection be made before the grain starts, and that should be final. There should be no revision of grading at destination, due regard for accidents in transit being made. He also said that no change should take effect until next July.

At the end of the long discussion President Jones summed up the views presented by stating that the Department of Standardization had proposed a reform that is welcome, but that the law authorizing enforcement must be certain, so there will be no confusion from that direction; also that the Food and Drugs Act should not be applied to grain before the new grades and regulations were ready to be enforced; that the Department should consult with representatives of the grain trade in drawing the proposed law; and that the law should require that a shipping inspection should govern, with no

revision at the receiving end, nor should any law or regulation become effective before July next.

In conclusion Secretary Houston spoke of the difficulties in marketing agricultural products, and said that the problem of the Department is to insure the buyer getting what he buys and pays for. He would give no opinion as to what the final decision in regard to the grades might be nor when and how they would be made effective, but the grain men present were impressed with the obvious desire for fairness which the Department exhibited and will await the final result with confidence, as

it is felt that the Department will alter the grades to conform, to some extent, to the desires of the trade, and that they will not be put in effect until June 1 or July 1 of next year.

In the meantime the Grain Dealers' National Association will have prepared a bill which provides for the supervision of the grades. The outline of the bill will be determined at an early conference of grain men, as the subject is of too great importance to be decided dogmatically by the officers or executive committee. This meeting will be held within a few weeks.

The Old Man Prescribes Some Jam

An Interesting Leaf of His Own Experience is Unfolded by the Grain Trade Philosopher—Human Nature the Same Everywhere

By WAT PENN



HE OLD MAN swept the snow from the end of the walk and turned towards the door of the little office as big Ben Burroughs of the Idle Creek Elevator drove up.

"Morning, Ben," the Old Man said. "Coming in? That's right. Give me the blankets to throw over the team while you tie up. Now come right in and thaw out. You seem to have something on your mind," he added, after both were seated in front of the hard-working little stove.

"You bet I have," Ben replied gloomily. "Things are bad, and it's all on account of

that Dan Foxcroft of the new elevator up to Higby. He's been giving rebates or grading high or something. There ain't a bushel of grain coming to my place. If things don't pick up pretty soon I'll have to close up. That's a nice Thanksgiving dinner to sit down to ain't it? I'd like to get hold of that fellow and tell him what I think of him."

"You're sure Foxcroft has been giving rebates and grading high?" the Old Man asked.

"That's what George Petrie says. And if he didn't do something like that why do all the farmers go to him instead of me? I've been here longer than he has, and on an equal basis I can give as good a price as Foxcroft can, maybe I can save them money."

"Well, you know there's lots more than money in the grain trade," the Old Man volunteered. "In fact, there is in any business. I've known some men I would patronize even if I could get the same goods cheaper somewhere else. And then there's a lot of difference in the way you are treated in different places. Do you remember old Doc Needham? I never took a horse anywhere else to be shod as long as he lived. Guess he charged more than some, too; never inquired. But when you stepped into Doc's place he was always glad to see you, and showed it. Not because of the business you brought him, either. It was just the friendly spirit. He was so full of it, it stuck out of his ears.

"Well, I'm friendly, too," Ben asserted. "I speak to everyone that comes along, and am just as accommodating as I can afford to be. But, of course, business is business."

"Yes, business is the bread and butter of life, but bread tastes better and digests better with a bit of jam on it. You know Dan Foxcroft grew up in this neighborhood and left when he got through

school. Everybody knew his folks, and though his father died as poor as Job's turkey, he had the biggest funeral we ever had around here. He was the kind of man that would stop figuring on where his next crop seed was coming from, to take a load of wood up to old Mrs. Pearson's and dump it out in back when she wasn't home. Well, when Dan came back folks were glad to see him for his father's sake, but now I guess they're glad for his own. That's because he's got jam in his blood same as his father had.

"Well, if he wants to get business through the women, he can," Ben said contemptuously. "I haven't time to bother with them."

The Old Man apparently did not hear, but went right on talking.

"Last winter when we had our county corn contest, you remember there was a good deal of talk about the extra prize that was given? I'll tell you how it happened. When old Jake Powers died his widow didn't have a thing but that five acre lot and little Jake. They had a hard time to get along, but little Jake heard about that corn prize and set out to win it, because a hundred dollars meant a lot to them. He tended those corn rows like a hospital nurse does her patients. When it came to judging

you that there was Thanksgiving in the Powers' home that night, for Mrs. Powers had bills due that would have taken every cent of the prize money. Foxcroft had just learned about them and took this means of helping out without letting anybody know. There has been Thanksgiving in a good many other homes through acts just like that.

"Now, on the other hand," the Old Man continued reminiscently, "before I came here I lived down in Indiana. There was a man down there who had an elevator and didn't have time to take care of it himself, so he hired a young fellow to do it for him. The new manager was a fine grain man, but I guess somebody stepped on his disposition when it was young and made it permanently lopsided, anyway he couldn't get along with folks; talked behind their backs and that sort of thing. He was a young fellow and worth saving, so one time when the owner heard something mean the manager had said about him, he went over and had it out. He took that young fellow out behind the corn crib and just naturally licked him good, and then he told him where he was wrong, and that it isn't price and profits alone that make a successful business man—much in the same way as I have talked to you. Well, that young fellow began to make good after that. He just needed someone to sweeten his milk of human kindness. The people around never knew what brought about the change, for neither of them ever told anything about it."

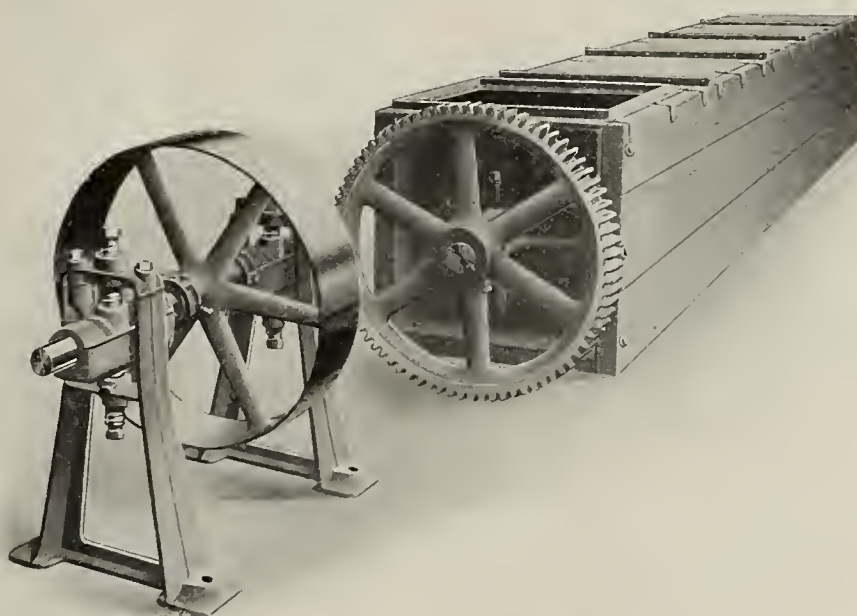
"How did you find it out?" Ben asked.

"I owned the elevator," said the Old Man.

A BIG FEED MIXER

In taking over the Craig patents the S. Howes Company of Silver Creek, N. Y., have acquired some valuable rights in feed milling machinery. Among the most valuable of these is the Craig Molasses Feed Mixer, a machine designed to supply at the lowest possible cost a feed which is every day growing in popularity. The accompanying illustration shows a giant feed mixer recently built by the S. Howes Company, having a capacity of 42 to 50 tons per hour when operating on the continuous system. It is arranged so that it can be used for both molasses feeds and dry feeds.

The manufacturers claim to have secured several important contracts recently for this class of ma-



A GIANT CRAIG MOLASSES FEED MIXER

little Jake won first place fair and square. The judges were coming out from their room to announce the prize winners when they met Foxcroft. I happened to be the first and, unbeknownst to the rest, I told him little Jake had won. He got me to herd the judges back in their room for a minute and told me not to say anything. When we came in a little later the chairman was just announcing that some man who didn't want his name disclosed, and who even he, the chairman, didn't know, had offered an additional prize of \$100 for the best ten ears, and as the judges had not yet made their announcement of the winners, he accepted the offer on behalf of the county and the contestants. I tell

chinery, and the report is easily believed, for the amount of molasses feed manufactured increases with surprising certainty from year to year. Many of the orders booked include all of the equipment required for the production of stock feeds, such as automatic feeders, mixers, elevators, conveyors, molasses pumps, variable speed drives, molasses storage tanks, sacking conveyors, etc.

Many elevators which have installed feed mills have been surprised at the profitable business which can be worked up in a short time, in fact, more than one house which started such a business merely as a side line is finding it the chief profit maker of the house.

JOHN FITZ

"It is not strength, but art obtains the prize,
And to be swift is less than to be wise."

The foregoing lines from wise old Homer are especially applicable to the career of John Fitz, the head of the Fitz Water Wheel Company, of Hanover, Pa. This career has not been pyrotechnic or spectacular, but unusually full of incident and adventure, and subject to the inevitable storms and sunshine that willy-nilly is projected against every business life. He was born at Hanover, York County, Pa., lived there during his early youth, and is now passing his days there, still in the harness, in the comfortable assurance that he has "arrived" with the frosty but kindly memories that follow a busy, successful life.

The son of a manufacturer of mill machinery and farming implements, he went to work for his father



JOHN FITZ

when sixteen years old, who was then building a flour mill. On the completion of the building he decided to learn the milling and millwright trades, and began with the job of dressing a chop stone out of the rough—a French burr of the old stock stone.

In 1862 he went to Martinsburg, W. Va., and completed his milling apprenticeship in a mill there belonging to his father, at that time directly in the track of the opposing armies of the Civil War as they swept across this tempestuous borderland. When occupying the town, commissaries of both the Northern and Southern armies took possession of the mill in turn, and held the millers to an enforced occupation of making flour for the soldiers and feed for their animals. When on one occasion in 1863, young Fitz escaped from Martinsburg and returned to his home in Hanover, he reached the town in time to find himself in the middle of the first skirmish (at Hanover) of the great decisive battle of Gettysburg, the field of which is but a few miles distant.

Having "tasted war" to this extent, he thereupon enlisted in the U. S. Navy and was sent to the Pacific Coast. During his term of service he crossed the Isthmus of Panama twice and sailed the Pacific Coast from Valparaiso, Chili, to Olympia, Wash., touching at every port between. He was discharged and returned to the United States in 1865, joining his father at Martinsburg, then engaged in the manufacture of the IXL Steel Over Shot Water Wheel.

The partnership was continued until the death of his father in 1877 when he carried it on alone. He suffered from a disastrous flood in 1899, which swept over Martinsburg, and from fire later at Elliston, Va., to which the business was removed in

1890. Following the fire he went back to Martinsburg, remaining there until 1895, when he removed to Hanover.

The present firm was organized in 1900 and besides manufacturing the IXL wheel already men-

tioned, the company has recently placed on the market the Economy Drier and Roaster for corn, buckwheat brans, peanuts, etc., and which promises to rival the success of the water wheel which is today the standard of its type for water power users.

The Double Lived Turkeys

The Grain Man's Thanksgiving Dinner is Saved by a Lucky Chance

By GUIDO D. JANES

"I'll try it once more," Stackleback remarked one October morning to his engineer, "and if I fail I'll pass Thanksgiving Day by for good."

"All right, sir. I'll help you," with half an eye on the engine room and an eye and a half on the turkeys, "we will raise our Thanksgiving dinners successfully and keep them from wandering to their death on the railroad track."

"Very well, Dobbin. But my experience of the last fourteen years proves conclusively that turkeys can't be raised around an elevator fronting on a main line railroad. Just as they are sufficiently fattened the idiots meander onto the right-of-way and a passing train walks over them. But I wish this year in particular we could raise turkeys of our own. Prosperity and good crops have handed us something besides a lemon. I tell you what we might do. House the turkeys in the old oat clipper and fatten them without exercise or danger."

"Excellent notion," returned Engineer Dobbin. "I'll get the young turkeys today from Widow Green, and we will fatten them on our sweepings and 'invisible loss.' 'If at first we don't succeed try, try again.' That is a motto I go by."

"Sounds all right. But prove its truth to me this time and I will give you one of the turkeys."

"Agreed."

So four young turkeys were bought from the widow aforesaid and were duly housed in the old oat clipper. Here they grew and prospered under the careful feeding of Dobbin, and Thanksgiving Day was beginning to loom up big in the horizon.

As it did so, Stackleback pulled off a successful deal whereby he landed a twenty-carload corn order for a big Eastern corporation. Feeling so good over it, he beat it for the engine room.

"Dobbin," he laughed, "I feel Thanksgiving-like, and will give you two instead of one turkey. We will celebrate on an equal footing. How are the feathered fowls by this time?"

"Excellent, sir."



"WE WILL STAND GUARD OVER THEM"

"Let them out of their clipper and show your fruits of careful care."

"They might wander onto the railroad."

"No they won't. Do as I say."

The engineer reluctantly obeyed and two minutes later four of the prettiest looking birds that you ever saw stepped out. Mutely they stood for a brief period when the leader eyed some leaked-out wheat along the railroad. He made a bee line for it followed by the rest.

"Let 'em go," laughed Bill, seeing distress written on his employe's face. "We will stand guard over them. A ten minutes' liberty just now will add flavor to the meat. My theory is this:—"

"Bang, snap. Bang." Something sounded in the engine room, and both instinctively wheeled about. A second later they reached the scene of the disturbance and found the main belting off the pulley and slapping everything in its reach. Steam was shut



"I TOLD YOU SO," GASPED DOBBIN

off, and the two got busy repairing the trouble. In the excitement the four turkeys were left to shift for themselves.

"Goodness, gracious," gasped Bill after the labor was over. "I forgot our Thanksgiving food. Quick, let's get them to safety."

They headed for the open and found the beautiful morning air deluged with freight train smoke. Along the right-of-way stretched the four remains of the oat clipper residents. Tears came into employe's and employer's eyes.

"I told you so," gasped Dobbin, recovering. "To think we carried them so carefully up to within a stone's throw of Thanksgiving and now to have this take place."

"It's my fault," acknowledged Stackleback. "I will assume all blame, but if you quote, 'If at first you don't succeed, try,' etc., I will fire you on the spot. I am going home now to break the sad news to wife. I may remain all day so that I can sob on her shoulder. Good-bye."

That night Extra Freight 42 came by with orders to take the siding for the Sunset Limited. It obeyed the orders and came to a stop near the Stackleback Elevator. A poultry car peopled with turkeys came to a halt immediately alongside the office window. A tear was in the screening of one of the coops, and in the light of the electric street light nearby the turkeys in this particular coop swarmed. They swarmed for more quiet and less crowded quarters, and naturally flew into the open window of the office.

Early next morning the elevator man came to work without heart or ambition. On Tryon street he met up with Dobbin who was also in a like mental condition. They did not go through the usual ceremony of saying, "Good morning," but walked along in silence. With but three days before

them until Thanksgiving and no main dinner to eat, the world looked unusually dark and foreboding.

When the elevator was reached, Bill with a nod of his head beckoned Dobbin into the office. "I want to say something to you," he gloomily said. "I may not live to see another Thanksgiving."

At this he unlocked the door and walked in.

"Edgar Allen Poe's raven again," gasped the astonished Bill as he saw roosting on his desk four lusty turkeys. "Who did it?"

"Don't know. Except maybe, they are those same turkeys come to life again. They are said to be like cats with nine lives."

"Well, we won't discuss that now. Quick Dob, and let's catch them before they fly out of the window. Quick."

Two minutes later the prizes had been captured.

"You take two," laughed the employer jubilantly, "and I will take two."

"As you say, sir."

"And now I am going home right off. There will be no work today in the elevator."

"Why?"

"Because it is Thanksgiving Day to me. I'll eat these now. A bird in the hand is worth two in the bush. Besides, I don't intend to tempt fate and have these follow in the wake of our others."

DRAWBACK CLAUSE IN GRAIN SCHEDULE

As a large shipment of wheat from Canada has already been consigned to a milling firm in this country who will take advantage of the drawback clause of the new tariff schedule, the recent decision of the Treasury Department, relative to that clause, is of interest. The original clause which was practically reiterated in the decision is: "On the exportation of articles manufactured in the United States wholly or in part from imported materials, a drawback equal in amount to the duties paid on the imported materials used in the manufacture thereof, less one per cent of such duties, is allowable."

"Where a principal product and a by-product result from the manipulation of imported material, the proportion of the drawback distributed to such by-product shall not exceed the duty assessable under the said tariff act of October 3, 1913, on a similar by-product of foreign origin, when imported into the United States from the country from which the imported material used was imported."

"When a by-product results from the manipulation of imported material and no duty is assessable on a similar by-product of foreign origin, no drawback is allowable on the by-product produced from the imported material. In such a case, a drawback equal in amount to the duties paid on the imported material used in the production of both the principal product and the by-product, less the legal deduction of one per cent, is allowable on the principal product when exported."

GRAIN TESTING APPARATUS FOR MONTANA

By an act of the Montana Legislature last year, the State University laboratories will have an addition of great value to millers, grain growers, and grain shippers. This apparatus, which is now in process of installation, will consist of a seed-testing machine in which 200 seed can be germinated at the same time, an electrically driven blower by which the amount of chaff and impurities in grain can be determined, an experimental flour mill in which the milling properties of wheat will be tested and a complete baking outfit by which the value of the flour will be shown.

The new seed law of Montana will make a great deal of work for the first of these machines. Under this law every package of seed of over one pound must bear a label on which is inscribed the name of the seed, the germinating percentage, and the date upon which it was tested. As these machines are all free to the use of citizens of the commonwealth, and as the seed tester takes from 6 to 20 days in which to properly register the complete germinating test, there is every likelihood that it

will be worked overtime. Moisture testing apparatus will also be a part of the equipment.

The mill will be installed shortly. It will be a Wolf Automatic Experimental Flour Mill in which the complete process of flour milling of the most advanced type is worked out in miniature. With this machine the wheat under examination will get the only definite test of its value which it is possible to receive, as the grading of wheat as done at the terminal markets does not wholly indicate its flour-producing, bread-making qualities.

The great increase in Montana's grain yields in recent years has given it a conspicuous place in the grain trade, and it was to insure quality as well as quantity that the originators of the act provided for these accurate tests of its products.

The testing plant in Montana compares favorably with those recently installed in the Minneapolis Grain Inspector's Department and at other grain terminal points, the cumulative result of which will be manifest throughout the country.

OUR VISITORS

FRED W. KENNEDY

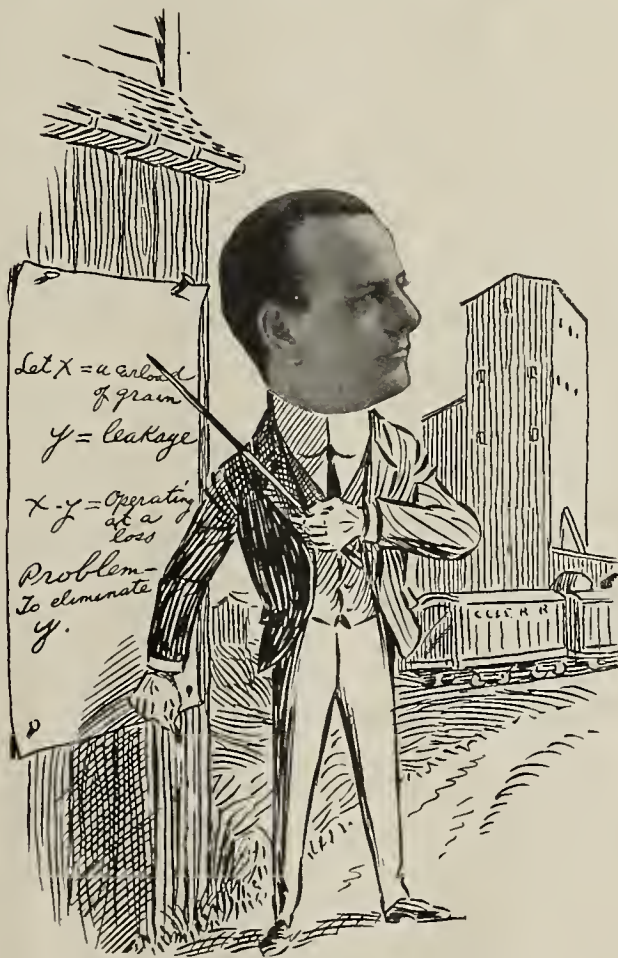
Those who imagine that a man has to be old and grizzled before he is capable of inventing anything worth while can find a striking exception in the case of Fred W. Kennedy, who originated the paper car liner for grain cars, which bears his name. This was patented in June, 1906, and Mr. Kennedy is still a good ways from the deadline that divides the young from the middle-aged.

We have heard, not from his own lips, but from other sources, that early in life he displayed a

E. H. CULVER

Somehow we never can get it out of our heads that E. H. Culver is the reincarnation of some sturdy knight of the Middle Ages. And no one will doubt for a minute that a suit of armor encasing his rotund body would be either unbecoming or inappropriate. He has a directness of speech and purpose which stand out in these days when diplomatic finesse is the vogue.

He is easily spurred to action and his turbulent untamed spirit causes him to engage in many pas-



marked tendency to stop leaks whenever possible. What more natural than that after joining his father in the grain and milling business, he should turn his attention to an always vital problem—grain leakage. His thorough education enabled him to put the problem in the form of an algebraic equation and all that he had to solve was the elimination of the undesirable factor—leakage in grain cars. After this had been solved, the Kennedy Car Liner & Bag Company was organized in addition to the already established firm of G. W. Kennedy Milling Company, Shelbyville, Ind.

He has upset another cherished tradition regarding inventors, in that he is neither grouchy nor misanthropic but a good fellow in every sense of the word. Even if he were not so popular socially he would never lack for a place to go at nightfall, for he is a Scottish Rite Mason, Mystic Shriner, Elk, Odd Fellow, Knight of Pythias and, for all we know to the contrary, may have joined a few more orders since we saw him.

sages at arms with fellow grain men. Quick as he is to resent a slur or fancied wrong, leaping into the line of battle without hesitation, few there are who count themselves his opponents and even they admit that Culver is "absolutely square."

Once a man has penetrated through the thick Culver armor, the bigness of heart and genuine good qualities are disclosed and that man begs to be admitted to friendship. Since there are a number of vulnerable points in the armor his circle of friends is by no means small. His warlike qualities only endear him to his acquaintances.

As to the career of this modern "Knight of the Grain Trade," it may be briefly passed over with the statement that he started as an errand boy in Toledo and worked his way up until he is now Chief Grain Inspector for the Toledo market, for the past seven years has been president of the Chief Grain Inspectors' National Association and seemingly is due to hold down both jobs for the remainder of his life.



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CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, NOVEMBER 15, 1913.

Official Paper of the Grain Dealers' National Association
and of the Illinois Grain Dealers' Association.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC.,

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A. J. MITCHELL,
Business Manager.

Sworn to and subscribed before me this 23rd day of September, 1913.

(Seal.) PETER L. EVANS,
Notary Public.
(My commission expires Sept. 19, 1915.)

ARBITRATION WASTE

The report of the Arbitration Committee of the Grain Dealers' National Association, prepared for the New Orleans meeting, scores a certain element in the trade who are habitually careless in detailing the terms of their contracts and in neglecting proper acknowledgment. This carelessness and neglect are responsible for many of the disputes, which would have been avoided by the exercise of a little thought before, instead of after, the delivery.

Another criticism which the report makes, is that dealers generally are not thoroughly conversant with the trade rules. More than in al-

most any other line of business, the standing of the grain trade and the reputation for integrity of those engaged in it, are dependent on the strict observance of the rules which have been evolved, after the most mature deliberation, to correct practices which bitter experiences have proved to be wrong. The trade rules should be at the immediate command of every dealer, and should be followed implicitly. In general, the report of the committee seems to point to the need of a digest of all cases which have come before the committee, printed in a separate pamphlet which could be on the desk of every dealer for reference. If such a pamphlet were available a multitude of duplicate cases could be avoided, and hours of time saved, which is now wasted for the litigants and the committee.

STARTING THE BALL IN MINNESOTA

Not for one instant must anyone imagine that the recent famous decision of the United States Supreme Court in the so-called Minnesota Rate Case, settled everything in connection with interstate and intrastate shipments. It may have disposed of the theory that a state railroad commission cannot regulate railroad rates within the state boundaries provided the rates established were not confiscatory. Hinging on this, the decision may help grain men in the future to a considerable extent. But the real difficulty, the obstacle which is now looming up prominently, is the rebate of overcharges. Under the decision shippers are entitled to a refund for shipments pending the finding of the U. S. Supreme Court. There are, of course, numerous legal pitfalls and technicalities which are being brought up by the carriers to escape paying this refund.

Upon one little test suit begun at Minneapolis on November 4, more than 50,000 other rate cases depend. The case in question is brought by the Farmers' Elevator Company of Nashua for \$225, the difference between the rate paid and what was afterward established as the legal rate, on 26 cars of wheat, barley and oats shipped from Nashua to Minneapolis. The rate paid was 10 cents on all the grain, the legal rate was fixed at 9.1 cents for wheat and oats and 8.1 cents for barley.

When the rate cases were taken before the United States Supreme Court, the state court issued a restraining order, making the reduced rates inoperative until the Supreme Court passed upon them. Subsequently the state legislature passed a law providing that all suits for reparation should be made through the attorney-general of the state. Upon this point will rest one phase of the defense. The attorneys for the plaintiff, however, are prepared to show that this provision is unconstitutional.

Another defense, which the railroads have privately maintained and which they will undoubtedly attempt to have upheld in the court, is that grain coming to Minneapolis on a 10-cent rate, if shipped out again on the original bill to Chicago or other outside point, taking a proportional rate, would pay a total charge to final destination that would make the proportion of the rate from Nashua to Minneapolis, relative to the total sum paid, less than the 10-cent rate, or the rates that were held legal. The plaintiff will fight the railroad's contention

that the proportional rate affects the situation. The outcome of the suit will be watched with interest since it involves other claims of more than \$1,000,000 which will be made by direct suit if the plaintiff in this instance is successful.

FOREIGN TRAINING FOR GRAIN THIEVES

In a communication on another page Judge Prentiss of the Chicago Juvenile Court calls attention to the need of co-operation between the agents of the shippers and the officers of the courts to eliminate the petty thievery from grain cars in the city railroad yards. These depredations are the result largely of ignorance, influenced by early training in foreign countries. A large percentage of railroad thefts are performed by foreigners of low birth who make their homes in the cheap hovels along the railroad rights of way. The circumstances leading to their delinquency was recently outlined by a probate judge as follows:

Ignorant foreigners who flock to the large cities as unskilled workers find the lowest rents along the railroad tracks. Many of these aliens were agricultural workers in the old country, where the practice is to pay a very low wage in money but to allow the workers to take from the farm produce what they need for their personal wants. Except for this food supply everything about them is closely guarded, so that the idea prevails that anything that is not guarded or nailed down is more or less public property. The reports of American conditions which they get from emigration bureaus and other sources before coming to this country, further prepares them for lavish treatment in the "land of the free," so, when an open grain or merchandise car is sidetracked almost in their own yards, the result is a reported shortage by the shipper. First offenses in this regard by foreigners are almost always the result of ignorance, repeated offenses are the result of temptation minus moral stamina. Much of the thievery could be eliminated by instruction to foreigners before they began the practice, and acquired the taste for the "easy money."

THE TARIFF IN OPERATION

After a great battle the visitor to the scene of conflict is visibly shocked on seeing cows grazing in the meadow or children picking flowers where he expected to view a shambles. The American farmer, after the tariff battle, is not a little surprised that prices and profits appear in a perfectly healthy and normal condition, and is becoming convinced that after all he need not seek the cyclone cellar or take to the tall grass. Even those who were actively engaged in the tariff revision have been surprised at the result. They expected a big splash; there has been scarce a ripple on the commercial sea.

One of the first discoveries in which the grain trade is interested was that, in spite of its important sound, "free wheat" really has but little significance under ordinary circumstances, as only three countries are entitled to send wheat to the United States free of duty—Great Britain, Finland, and the Netherlands—all of which have to import large quantities of wheat for their own use. The only effect of free wheat is to insure stability of the market and

prevent corners. This is advantageous alike to the grain trade, to millers, and to farmers.

Free corn from Argentina at first occasioned some uneasiness, but a closer inspection of the bug-a-boo shows it to be a man of straw with a pumpkin head. Several cargoes of oats from Canada were widely advertised. Most of them were received under bond for export, which had practically no effect on the American market, and those which were brought in for home use were imported, it is said, not because they were cheap nor to effect prices; there was a colored gentleman in the woodpile pointing his finger at freight rates. There was considerable talk in the markets when the Washburn-Crosby Company imported a quantity of Canada wheat for milling under the drawback clause. This has been offset by a similar purchase of American wheat by the Maple Leaf Milling Company, of Port Colborne, and of American oats by the Quaker Oats Mills at Peterboro. In short, the battlefield isn't what it was cracked up to be—there is no sign of blood anywhere.

FEDERAL SUPERVISION

It is a most encouraging sign of present conditions in the grain trade that so much optimism prevails with reference to the Federal grades for corn. A few years ago the mere announcement of them would probably have created the utmost consternation and precipitated discord and dissension among the advocates and opponents of the grades. Today harmony has the upper hand and grain men are concerning themselves only with whether the Government will revise the grades according to the Merrill resolution passed at the New Orleans Convention. As these modifications, though far reaching in effect, are comparatively simple in themselves and as convincing arguments were presented to the Agricultural Department officials at the formal hearing on October 29, the impression seems to be that the Government will concede these changes.

The really important question in connection with the new grades, however, is their enforcement. Just how the Government will proceed to make them effective has not been made public, if indeed the officials themselves know. Secretary Houston maintains a clamlike attitude, although possibly it were better to term him Sphinxlike or noncommittal since he has frequently demonstrated that he is by no means a mollusc, and his co-workers in the department also maintain silence. It is universally believed that to enforce the grades under the Food and Drugs Act would be nothing short of a calamity since the latter measure was never designed to cover so broad a field and the technicalities which might be introduced would tend to hurt the grain business.

The logical solution seems to rest in a special bill covering the enforcement of the grades to be presented at the next session of Congress. What will this bill be like? No one knows. In a conversation we had the other day with President Jones of the Grain Dealers' National Association, the latter stated that although the preparing of this bill had been practically delegated to him, it was not his intention to deal with it personally, but to call one or a series of grain conferences at which the best possible

bill along the desired lines could be formulated. In this procedure President Jones shows exceeding wisdom for the matter is of great moment to the trade at large and suggestions from the various sections of the country and not the ideas of one individual are most needed. It would be well for everyone to study the question and decide upon certain definite things to be incorporated in the bill, and the task of the president and the Legislative Committee will not only be easier, but all around satisfaction will be produced.

GRAIN MEN AND LEVEE WORK

The grain trade is naturally interested in anything which will prevent repetitions of the disastrous floods of the present year and consequently when an endorsement of the Ransdell-Humphreys Bill, proposing to expend some sixty million dollars on Mississippi levee work, was requested at the recent New Orleans Convention of the Grain Dealers' National Association, the same was instantly forthcoming. Now, however, a storm of protest has been raised over this action and it is declared by some that the association was deceived as to the exact nature of the bill.

Strangely enough, those most outspoken in their disapproval are in the South, although the Ransdell-Humphreys Bill specifically applies to the lower part of the Mississippi or that part below Cape Girardeau. Several Southern newspapers, notably the *New Orleans Item*, object to the bill because it does not include flood protection throughout the entire Mississippi Valley, including the large tributaries such as the Ohio and Missouri Rivers, thus opening the way to increased navigation.

There is some element of truth in the statements and it may be that the passage of the bill will block further work in the North. And yet the sentiment of the people in the Ohio Valley must also be considered. It is very improbable that their claims to flood prevention work will be ignored after the terrible loss in life and property this year. They are bound to have protection. Grain men will just as readily endorse judicious similar expenditures in any section liable to flood, but the sum provided in the Ransdell-Humphreys measure will, it seems only adequately cover what the levee work specified and it is apparent that the association did not err in lending its approval.

SOME GOOD PUBLICITY

There are ways and means of reaching those who are most outspoken against grain exchanges, and as has been pointed out many times, all available channels for educating the people in the value of exchanges must be taken advantage of. Needless to state, the agricultural interests, the men who raise the grain crops and seek to dispose of them at the best possible prices, are the ones who should be first considered. In this connection a series of articles now running in the *National Grain Grower*, written by Secretary John G. McHugh of the Minneapolis Chamber of Commerce, furnishes considerable food for thought. Secretary McHugh takes up the functions of purposes of grain exchanges, their rules and regulations, and shows in clear and concise manner

just why they cannot be dispensed with in the general scheme of distribution.

Whether these articles have aroused the ire of the self-styled rival of the Minneapolis Chamber of Commerce we do not know, but at all events in a recent issue of a new paper called the *Co-operators' Herald*, the Equity Co-operative Exchange declares that the *National Grain Grower* is no longer the official publication of the Equity movement. Of course such a statement, since it apparently has no foundation in fact, does not redound to the credit of the Equity Exchange and certainly adds no lustre to its already questionable fame. The answer of the *National Grain Grower* to the would-be usurpers of so much authority deserves reprinting, at least the following paragraph:

The Equity Co-operative Exchange will not be permitted to dominate the editorial as well as the advertising department of this paper as they did before we found out about their dealings. We will control the editorial policy ourselves and the columns will be open for a full and fair discussion of all topics relating to farmers' interests, producing, marketing, farmers' elevators and their problems, grain exchanges, what they are and how best adapted to the farmer's interest, uniform accounting, uniform inspection, and the many other subjects of vital interest to farmers. But we do not propose to aid in destroying a movement for the aid of the American farmer simply to fill a little money in the coffers of a private grain commission firm. We do not like to see the American Society of Equity made the scapegoat and shield for those who are working only for selfish ends and whose motives are only personal preferment and gain. Very likely it is true the exchange is going to support this new paper. But if the matter published there is to be on par with what they wanted us to publish we hope for the editor's sake that he will be very busy and write the articles himself. It is far safer. If the *Herald* has to depend on misrepresentations and falsehood for its support from its very first issue, we venture to predict that it will have a hard row to hoe.

It is not our desire or purpose to take part in any controversy of the kind, but it must be plain that the *National Grain Grower* has shown a broad-minded policy that cannot help but appeal to everyone with a sense of proportion and fairness. What could be more vital to the farmers' interests than a thorough and accurate understanding of what the grain exchange stands for and how it operates? The latter has nothing to conceal or hide. Its methods are plain and above-board. Therefore a plain presentment of facts such as these is immensely valuable. Why not get other farm publications in line to present the truth to the readers? Sentiment would be gradually crystallized in favor of the exchanges and against adverse legislation, and this is most essential at the present time.

The past year has seen a number of big elevator fires while the number of casualties, many of them "freaks," has been unusual. The climax was capped with the recent sinking of the big elevator at Transcona, Man., described elsewhere in this issue. The one bright light in this disaster was the complete triumph of concrete, none of the bins being injured in the slightest degree, although the wooden cupola was smashed to small fragments. Concrete as a building material is here to stay. Certainly its value for grain storage tanks has been amply demonstrated.

EDITORIAL MENTION

Some heavy alfalfa seed sales have been recorded during the month.

A pre-Thanksgiving Day suggestion: Give thanks for the utter rout of adverse grain legislation during the year.

Another cause for thanksgiving is the apparent fairness of the Government with reference to the Federal Corn Grades.

A plan is being pushed in Detroit to compel farmers to have their hay weighed at a city market, purchasers being furnished with certificates of weight issued by the market clerks.

American corn goes wherever the English language is spoken. It is now displacing rice as a staple food in the Philippines, according to U. S. Educational Commissioner Claxton.

Four years ago there were only about fifteen grain elevators in Montana. Now there are two hundred and eighty elevators along the line of the Great Northern alone. Verily, Montana's grain development is no myth.

We note that some millers are now advocating beautifying the grounds surrounding their mills, and await with fear and trembling the suggestion that elevators should be decorated with ivy vines and climbing roses.

Many local newspapers in North Dakota are censuring the farmers' elevators which have attacked the line elevator companies for overbidding them, declaring that the complainants lack the right kind of competitive spirit.

It is not generally known that the Canadian Grain Commission has no jurisdiction over the eastern part of the Dominion but such is the case. Quite a number are urging that the powers of the Board be increased to cover all of Canada.

That commission recently appointed in New York to investigate health and safety in grain elevators and mills may not be able to stop dust explosions, but their work should develop a lot of data the observance of which will greatly lessen the casualties.

Although Cincinnati professes to be confident of securing the 1914 convention of the Grain Dealers' National Association, Buffalo, Kansas City and several other markets are equally "cocky." A mail vote of the directors will be held in the near future. Our preference goes to the city which can most nearly approach New Orleans in hospitality.

The most interesting thing in connection with the next National Corn Exposition to be held at Dallas, Texas, next February, or at least the thing which has been the most widely heralded, is the trophy for oats. Twice has this trophy been won by Canada. It is only necessary for the Dominion to capture at once more to retain possession of it and thus be able to advertise to the world the superiority of Canadian

oats. Patriotism should bring out all the best American specimens for the big show.

Alfalfa is now to be spread along the railroad right of way. At least that is a proposition now under consideration by the Burlington officials, who may lease the surplus land on each side of the tracks for the cultivation of alfalfa. It doesn't seem to be a bad proposition from any angle.

Some good publicity work is being done in connection with the Buckeye Boys' Corn Special Tour to Washington, which is in charge of T. P. Riddle, secretary of the Tri-State Grain Producers' and Dealers' Association. Advance reports say the trip will surpass anything of the kind ever before undertaken.

Ten thousand dollars, the amount decided upon at the New Orleans Convention for building up and maintaining of the Legislative Committee, seems a large sum but when divided pro rata among the members of the Grain Dealers' National Association isn't at all overwhelming. At all events a considerable part of it has already been subscribed.

A decision has just been handed down by the attorney general of New York to the effect that commission merchants who receive interstate consignments of grain for sale within the state, must have state licenses under the law which became effective on June 1. That this broadens the scope of the law more than even the originator of it proposed, is the general opinion.

President Ross of the Montreal Harbor Commission in a recent visit to Buffalo acknowledged the superiority of the latter city as a grain port but claimed that the biggest factor was the deeper channel whereby boats of 20-foot draught could unload in Buffalo and only vessels of 14-foot draught can go through the canal to Montreal. But there is an additional reason to account for the apparent big diversion of grain from Montreal, which is inadequate elevator facilities.

A Minnesota editor recently advocated in the columns of his paper the co-operative marketing of grain. To be wholly effective this co-operation would of necessity include rail and water carriers, terminals, banks for supplying the necessary funds, telephone and telegraph wires for co-operative communication, mills and their manifold ramifications; in short, what the editor wants is socialism, although he probably would be horrified at calling this particular spade by its proper name.

North Dakota still furnishes a bale of news every day. The State Railroad Commission has just made public a ruling that all elevators or public warehouses which are licensed to buy, sell, store and ship grain shall be kept open for business during reasonable business hours from September 15 to January 15, each year. If the owner of any elevator or warehouse desires to close the building, he is required to get permission from the commission to do so. This must be secured before August 1 each year. In each case the owner must show proper cause for closing the structure.

This will work a hardship in many cases but the Commission announces that the order will be strictly enforced.

Some good, sound advice on accident prevention is set forth by G. D. Crain in his article on "The Ounce of Prevention" in this issue. Small sums judiciously expended for proper safety devices undoubtedly will in the end make a tangible saving in dollars and cents.

Scarcely a day goes by that the "biggest elevator" doesn't appear. The latest story is to the effect that the largest elevator in the world is soon to be erected at Caballite, near Buenos Aires, Argentina. Well if it has to be we are resigned. Neither this country nor Canada will begrudge prestige in elevator size, for Argentina needs several "biggest elevators" before it will have adequate grain handling facilities.

A popular magazine in a recent issue described a forthcoming novel as remarkable "not for what it says but for what may be read between the lines." What a life of ease and path of roses writing would be if we were permitted to write articles, not for any sense there might be in them but for what is left to the reader's imagination. We know of some trade papers attempting this, but they probably are not aware of it.

Wheat dealing margins is a gambling transaction pure and simple according to a Nebraska judge recently. Away back in 1910, R. C. Hays, contracting freight agent of the Burlington, bought 10,000 bushels of wheat on margin from the Updike Grain Company. Later the company advanced money to cover margins for him, and he made a small payment refusing to pay the balance due. The court upheld him in this stand so that the grain company was a considerable loser. There may be extenuating circumstances for the defendant, but he did not go into the thing blindfolded and it seems that someone should point out to him that even in gambling transactions there are such things as debts of honor.

That usually precise and supernaturally accurate publication the *Daily Consular Reports* made quite a blunder in a recent issue, on its first page, too, and we are properly grateful for the demonstration that it is after all human and not a machine. We were amazed by the charges printed for storing and handling wheat in India. It was gravely set forth that the charge per bushel of grain for receiving, cleaning, storing for 10 days and delivery was \$1.82 per bushel while the charge for storing over 10 days was 36 cents per bushel. Our sympathies immediately went out to the poor grain men of India. How could they be expected to make any profit with such exorbitant charges. Upon closer examination, however, it was discovered that an error had been made in reducing the *annas* and *pies* (Indian currency) to American equivalents. The figures corrected should read 18/10 cents per bushel for receiving, cleaning, storing 10 days and 36/100 cent per bushel for storing over 10 days. Which indicates that the Indian grain trade isn't so bad off after all.

JOSEPH McCaffrey
Pittsburgh

NEWS OF THE TERMINAL MARKETS

FRED MAYER
Toledo

EXPORTS FROM PHILADELPHIA LARGE

An unusually large amount of grain is at present leaving Philadelphia for export. The greater part of it goes to France for the manufacture of macaroni, while England, Holland and Germany gets a share. Nearly all the grain comes from Canada.

CANADIAN OATS AT TOLEDO

The first cargo of Canadian oats ever brought to Toledo, Ohio, arrived at that market recently from Fort William, Ont. It consisted of 180,000 bushels and was subject to a duty of six cents per bushel. Samples of the oats showed a light straw and fine large berry.

GOVERNMENT GRADES O. K. SAYS MILWAUKEE

The Board of Directors of the Milwaukee Chamber of Commerce, Milwaukee, Wis., recently adopted a resolution declaring that the inspection of corn, in accordance with the rules drafted by the Department of Agriculture, would prove beneficial to the grain trade as a whole.

BOARD OF TRADE FOR BUSHNELL, FLA.

The advantages of a board of trade has spread among the business men of Bushnell, Fla., with the result that that city, the county seat of Sumpter County, is establishing a strong commercial organization. It will have rules and officers similar to the grain exchanges of other thrifty interior towns.

SHOULD HAVE CARNEGIE MEDAL

Inspector George J. Cassidy of the Illinois State Grain Inspection Department jumped into the Calumet river at South Chicago, Ill., November 10, and rescued Captain Williams of Oswego, N. Y., who was swept off the steamer Albert Marshall by a grain spout when the boat was loading corn at a South Chicago elevator.

CHICAGO ASSOCIATION ELECTS OFFICERS

The Grain Receivers' Association of Chicago, Ill., held its annual dinner and meeting at the Planters Hotel, Chicago, November 11. Officers to serve the ensuing year were elected as follows: President, Gardiner B. Van Ness; vice-president, Harry H. Newell; directors, Lowell Hoyt, L. F. Gates, George A. Wegener, Adolph Kempner and E. A. Doern.

KANSAS CITY GRAIN MEN WILL BE GOOD

Governor Hodges of Kansas and George B. Ross, state grain inspector for Kansas, were in Kansas City, Mo., early in November for the purpose of meeting officials of the Kansas City Board of Trade and eliminating troubles in the inspection department. The cash grain men on the Board expressed themselves as desirous of giving Kansas shippers whatever inspection service they might desire.

A GRAIN INSPECTOR AT MOBILE

At a recent meeting of a number of leading grain dealers of Mobile, Ala., it was decided to secure the services of an official inspector of grain and hay at that market. It was the opinion that a grain inspector at Mobile would lend confidence to Northern dealers who ship grain through the port of Mobile for export, and that the grain men of the city would receive fairer treatment with the added result of making the market less a dumping ground for inferior grain which often follows where no inspector is employed.

The following from among the city's grain firms expressed approval of the new action: McAndrew

& Hopper, Alabama Corn Mills Company, Dixie Grain Company, G. Mertz & Co., W. John & Co., Dumas Grocery Company, J. A. Lamey, John McCoe, H. P. Voss Company, J. J. Bartee Company, C. S. Black.

BALTIMORE WHEAT RECEIPTS

The receipts of wheat at Baltimore, Md., in October aggregated 3,239,523 bushels, compared with 1,002,450 bushels for October last year. The wheat exports amounted to 2,519,612 bushels, compared with 743,877 the same month last year. A record carload of oats was received at this market recently. The car contained 2,677 bushels, but on account of its excessive amount was transferred en route into two cars containing 1,495 and 1,182 bushels each.

MOOSE JAW GRAIN EXCHANGE ORGANIZED

The Moose Jaw Grain Exchange, of Moose Jaw, Sask., Canada, was organized October 21. The organization meeting was largely attended by grain growers of the district and business men of the city.

The following officers were elected: J. P. Snodgrass, president; J. H. McLean, first vice-president; P. E. Popper, second vice-president; board of directors, C. E. Austin, G. E. Highley, M. Curran, E. W. Hopkins, Jacob Erratt, and H. Kavarik. The exchange opens with a membership of sixty and \$250 is the membership fee.

YES, YES, THERE ARE PLENTY OF OATS

Under the caption, "Oat Visible, Will November Help the Bulls," C. A. King & Co., Toledo, give the following statistics on that cereal:

"Clumsy oat visible is a hang-over from the enormous 1912 crop. Consumption last year was heavy but not sufficient to absorb the big supplies. Visible still looks like a mountain to many bulls. It is now 31,500,000 against 10,500,000 year ago. Second largest in late years was 20,000,000 two years ago, smallest 9,000,000 five years ago. Visible last November increased a trifle against 2,000,000 decrease two years ago. Three years ago it shrunk 1,250,000, four years ago it increased a trifle. Watch the weather."

HIGHER PRICES EXPECTED

The following letter issued by the E. G. Hadden Company, Milwaukee, states its opinion on the future value of corn:

"Every year the trade has at least one bad crop scare, which usually results in extreme ideas of losses. However, there is no doubt now that this year's corn crop has suffered disaster, especially in the Southwest, the government in its latest report confirming the earlier estimates of loss.

"The comparative smallness of farm reserves when last year's bumper yield is taken into consideration, showing a consumption of 500,000,000 more than the size of this year's crop, should be sufficient reason for anticipating some fancy prices in this cereal later.

"While we are mindful of the fact that high prices are usually a big drawback to heavy consumption, corn is almost as much a necessity to animal life as fresh air is to the human being, and for a strong and healthy fat-producing article corn must be fed.

"Some early believers in higher prices have been frightened by offerings and arrivals of Argentine corn, but it is sufficient to remark that after a short trial same has been found wanting, not being

up to the standard of domestic corn either for distilling or feed purposes, and all the animals that are going to be fattened on Argentine corn in this country will not, in our opinion, materially reduce the high cost of living. We are also approaching the first movement of new corn and much of the immediate price trend depends on the size of same, but compared with a year ago the movement should be small indeed and there is every indication that the demand will exceed the supply and we believe the investor who is awaiting the movement to bring about a fair reaction before buying will be disappointed."

AN IMPORTANT SUIT WON

E. W. Wagner & Co., grain merchants on the Chicago Board of Trade, Chicago, Ill., won an important suit recently when Judge Torrison, in the Municipal Court, handed down a sweeping decision in their favor in a case where C. H. Wayne, of Rock Island, Ill., was the plaintiff, who had made general allegations against the firm in connection with alleged failure to follow his directions in a settlement of short September and December corn last year.

Judge Torrison in giving his decision found that E. W. Wagner & Co. did all that was required of them as prudent brokers considering their instructions. He took occasion to compliment them on the character of their bookkeeping and business integrity. Chester Arthur Legg, counsel for the Executive Committee of the Board of Trade, who conducted the case for Wagner, also received praise for his work by the court.

The decision is of great import as the rulings of the court were based on the fact that Wayne contracts had to be filled on the last delivery days on the exact lines laid down by common law, and on which all Board of Trade delivery rules are based.

NEW ORLEANS PARTY HOME FROM PANAMA

Fred Mayer of J. F. Zahm & Co., Toledo, writes entertainingly in the Red Letter of November 10 as follows:

"After attending the New Orleans meeting of the Grain Dealers' National Association we boarded a fruit steamer, and for five days saw nothing but the blue (very blue) salt sea, one bird, one piece of land, and some seasickness.

"At Colon everybody was glad to see us, especially the cabbies, police and souvenir dealers, and we were also glad to see them (even the police).

"We then 'toured' the Canal and kept at it for four days. All the locks are practically finished, and they are very complete in every detail. They are the largest in the world, and reflect great credit on the men who built them. No writer has exaggerated the greatness of the Canal, nor the obstacles that have been met in building it. The weather down there was awfully hot at times, but one simply had to give an 'open order' for rain to come at a certain time, and the rain came.

"Uncle Sam has made things comfortable for his 'nephews, sisters, cousins and his aunts.' Col. Gorgas had killed all the mosquitoes before we came.

"After leaving New Orleans, even though there was a wireless apparatus on board (also 35,000 lunches of bananas) not one of us knew the price of December wheat during the three weeks' travel, and cared less.

"If one will go the 2,500 miles to Panama, and spend a week there, he will appreciate the work

of Col. Gorgas and Col. Goethals, and also why our Government has paid such large salaries for white employees. Then after journeying home the same 2,500 miles will agree that the grain and seed, or milling business in God's country cannot be beaten."

GRAIN A QUICK CHANGE ARTIST

T. A. Grier & Co., of Peoria, Ill., say in a recent market letter: "We have often remarked that grain, unlike many other commodities, seemed capable of furnishing its handlers something new and different every year, and at intervals, new features every week.

"One's experiences with past years' conditions are not much of a help when a season arrives like the present one. For instance, we have been apt to swell up and talk about the United States feeding its own vast territory and having enough surplus in ordinary seasons to supply Europe; but in a New York circular letter just received, coming from an enterprising firm of brokers, we find them offering their patrons in this country and the trade generally Argentine corn, middlings and bran; Canadian oats; Russian peas and sunflower seed; German sunflower seed; and Kaffir from India; so it seems our wants are being recognized by the other nations and they will see that we don't go hungry. It looks as if the United States farmer would have to wake up and produce."

CHANGES IN MEMBERSHIP

Baltimore.—Chamber of Commerce elected Edward Spedden to membership is the report of Secretary James B. Hessong.

Chicago.—The admission of Edw. A. Gibson, Benj. H. Milliken, Clarence G. Bogart, Wm. R. Bawlf, Dudley M. Irwin, Chas. E. Huntting, Heston I. Baldwin, Raymond C. Baldwin, Frank L. Evans, Frank L. Kidder, and Orren G. Smith to membership of Board of Trade is reported by Secretary J. C. F. Merrill, and memberships of Jas. S. Marsh, Louis Helen, Francis S. Porter, Chas. C. Gorsuch, Chas. A. Jones, Estate of Jno. H. Ellsworth, Estate of John G. Keith, Edwin O. Moffatt, W. A. Day, Fred G. Heinmiller, and Jacob M. Oppenheimer have been transferred.

Duluth.—Charles F. MacDonald, secretary of the Board of Trade, reports that J. R. C. McCrea has been admitted to membership and no withdrawals have been recorded during the month.

Kansas City.—It is reported by Secretary E. D. Bigelow of the Board of Trade that new members admitted are J. U. Davidson and Geo. Stevenson, and memberships of Henry Stephens, deceased, and Jno. T. Snodgrass have been transferred.

Milwaukee.—The report of H. A. Plumb, secretary of Chamber of Commerce, shows that Edgar C. Roberts, Arthur A. Bentley, Perley C. Newlin, Walter C. Copplin, and Herman W. Suckow became members, and those transferring memberships were Chas. H. Loedige, O. T. Watts, Alfred A. Tretlin, E. R. Jewasinski, J. H. Wussow, and Jas. L. Crittenden.

Peoria.—One new member to the Peoria Board of Trade is reported by Secretary John R. Lofgren in the person of Homer M. Barlow.

St. Louis.—Secretary Eugene Smith reports that at a meeting of Board of Directors of the Merchants' Exchange, Jas. W. Griffin, Tilghman A. Bryant, Edward D. Bargery, W. C. Allen, Jr., J. E. Dixon, Ed. M. Gannon, J. B. Felkel, C. O. Gamble, A. F. Prauge, J. H. Cordes, W. C. Steth and Edw. Drescher were admitted as new members and L. Knobel, Wm. R. Jones, M. M. McKenn, W. A. Sisson, L. L. King, and Felix E. Anderson's memberships were transferred.

Joseph F. Lamey, recently of St. Louis, Mo., has been admitted into membership in the firm of W. A. Gardner & Co., of Chicago, Ill.

L. A. Hedeon, of Otho, Iowa, manager of the Farmers' Elevator Company of that place, recently received a letter from attorneys of Minneapolis, Minn., advising him of the inheritance of \$67,000 from an uncle who died recently in Minnesota. Hedeon professed to take little stock in the report,

saying: "That's too much money, anyway." Recent reports from the Northwest confirm us in the belief that the aforesaid uncle was Uncle John Quinn, of Quinn, Shepherdson Co., Minneapolis, and we advise Hedeon to take the matter up with this firm and demand his money.

A NEW FIRM IN INDIANAPOLIS

The Indianapolis, Ind., grain and hay trade plant has recently brought forth a new flower, a double headed blossom which seems destined to greatly flourish there. O. D. Kendrick and Bert F. Sloan, a comparatively short time ago, formed a partnership under the firm name of Kendrick and Sloan,



O. D. KENDRICK

with offices in the Board of Trade Building. O. D. Kendrick began his experience in the business world with the Belt Elevator and Feed Company of Indianapolis, being city salesman for hay, grain and feed. After he had stocked up everyone who ever expected to want any of these commodities, he carried on an independent hay and grain shipping busi-



BERT F. SLOAN.

ness from country points. This he has done for the last 14 years, gaining a wide experience with receivers and shippers and becoming thoroughly familiar with the Southern and Eastern markets.

Bert F. Sloan, the high horse of the decidedly capable team, was connected with the Spencer Milling Company, of Spencer, Ind., for 15 years, handling hay, grain and feed for that company. For the last two years he has been buying and selling hay for C. A. Shotwell & Co. The firm will deal in both hay and grain, making a specialty of hay in car lots.

TERMINAL NOTES

B. J. Aston has engaged in the grain and provision commission business at Milwaukee, Wis.

Stuart Logan of Chicago has been admitted to membership in the Kansas City Board of Trade.

The Eastern Terminal Elevator Co. has been organized at Winnipeg, Man., with a capital stock of \$250,000.

The J. C. Peppard Seed Company, of Kansas City, Mo., has filed notice of increase of its capital stock from \$100,000 to \$115,000.

Clark Burdig has left the Williamson Grain Company, of Wichita, Kan., to represent the Wallingford Brothers Wholesale Grain Company of that place.

Thomas Sampson has succeeded F. R. Morris as president of the Morris-Parry Grain Co. of Milwaukee, Wis. The company has offices in the Chamber of Commerce Building.

E. W. Wagner & Co., of Chicago, Ill., have added the city of Marion to their Ohio branch offices. New offices have just been opened in the Williams Block, and J. G. Simonton is local manager.

The Mollett Grain & Milling Company of Toledo, Ohio, received the first car of new corn arriving at that market on October 21. It came from central Indiana and contained 21 3-5 per cent of moisture.

J. J. O'Leary, popular in the local grain crowd on the Chicago Board of Trade, was recently married to Miss Eveline Hogarth, of Sheridan Park, Chicago. They are spending their honeymoon in Europe.

The Cragin Elevator Company, of Chicago, has been incorporated with a capital stock of \$50,000 to carry on a general grain and elevator business. The incorporators are Elbridge W. Rice, Francis M. Lowes, John H. O'Neil.

The Donahue-Stratton Elevator Company of Milwaukee, Wis., have installed a new 100-ton track scale at their leased elevator "A" on the St. Paul railroad and the elevator can now handle about double its former capacity.

The firm of B. S. Wilson Company, of Chicago, Ill., has filed articles of incorporation with a capital stock of \$50,000. Incorporators are Levin A. Rice, John Uhrig, Victor S. Rice. The firm will conduct a general grain business.

Thomas Ronald, prominent grain exporter of Boston, Mass., has admitted into partnership Charles S. O'Leary, who has been associated with Mr. Ronald for a number of years. The style of the firm is Thomas Ronald & Co.

The Gerald Grain and Stock Company has been organized at Columbus, Ohio, with a capital stock of \$10,000 to deal in grain and hay. The incorporators are William Gerkin, Dietrich Hogrefe, John Norden, J. H. Gurkin, and Henry C. Badenhop.

Howard H. Logan has been admitted into the firm of Logan & Bryan, of Chicago. Mr. Logan is a son of the founder of the firm. F. C. Hollister, for twenty years manager of the firm's Omaha office, has become identified with the Chicago office.

B. S. Wilson, of the former firm of B. S. Wilson & Co., Chicago, has tendered his resignation as a director of the Chicago Board of Trade. There will be no successor elected to take his place for the one year of his unexpired term, until the annual election in January.

Articles of incorporation have been filed by the Lahart Mill and Elevator Company, of Chicago, the object being to deal in grain and all kinds of cereal products. The capital stock is \$5,000. Its incorporators are Edward M. McGee, Edward G. McArthur, and Joseph Wall.

William B. Foresman, until recently traveling auditor for the Crabbs-Reynolds-Taylor Grain Company, of Crawfordville, Ind., has been elected vice-president and manager of the company. Bennett Taylor, who has been manager, will retain his interest in the business but has given up his office so as to be able to devote more time to his other affairs. Mr. Foresman is a well-known grain man

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of Indiana, has served as president of the Indiana Grain Dealers' Association, and has been in the grain business all his life.

Montreal's grain export this year will double last year's amount, and will probably figure close to sixty million hushels.

Wisconsin grain elevator men cannot avoid paying tax assessed under state law last May for full value, including grain stored at that time.

Galveston and Texas City will profit with the grain import trade from Argentina, made possible by the new tariff and a reduction of rates from the coast to the interior.

The first car of corn from this year's crop arriving at the Kansas City market was consigned to Henry Lichtig & Co. The car came from Sioux Center, Iowa, and was of good quality yellow, but due to heavy moisture contents graded No. 4. The price at which it sold was seventy-four cents.

The McCabe Elevator Company and A. D. Thompson of Superior, Wis., were the first Wisconsin merchants to pay duties on grain under the new tariff law. They recently paid duties at the rate of 20 cents per bushel instead of 25 cents, the old rate, on 6,000 bushels of flax. The duty amounted to \$1,200.

The Cleveland Grain Company, of Cleveland, Ohio, has opened offices in Cincinnati, Ohio, in rooms 2105 and 2106 Union Central Life Insurance Building. C. S. Custer is manager. The elevators of the company, formerly the Big Four Elevators, are being remodeled throughout and will be ready for operation in a few weeks.

John H. Upschulte has resigned his position as chief grain inspector of the port of Galveston, Texas, and will embark in business for himself. Mr. Upschulte has been engaged in the grain business for the greater part of his life and finishes a two years term as inspector for the Galveston Cotton Exchange and Board of Trade.

A committee from the St. Louis Merchants' Exchange composed of John Mullally, R. P. Atwood and James Dye appeared before the Public Service Commission of Missouri at Jefferson City, November 10, to urge that body to forbid the proposed new advance in car storage charges from \$1.00 to \$3.00. The advance was ordered suspended by the commission pending the hearing.

A new firm known as the Bowen Mill Products Company has been established at 110-112 Bridge Street, Little Rock, Ark. The head of the concern is L. H. Bowen, recently of Independence, Kan. The company will deal in grain and cotton and products besides doing a general wholesale flour business representing the chain of mills owned by the Larabee Flour Mills Company, of Hutchinson, Kan.

The Thomasson-Morrison Grain Company has been organized at Chattanooga, Tenn., to deal in wholesale grain. The company is capitalized at \$25,000 and its members, all local men, are J. P. Thomasson, D. M. Thomasson, L. L. Peak, M. L. and Mark C. Morrison. Messrs. Thomasson and Peak are experienced grain men while the Morrisons were until recently engaged in other lines of business.



From Zahm's Red Letter, November 8.
SHE MAY TRANSFER HER AFFECTIONS LATER

RECEIPTS AND SHIPMENTS

Following are the receipts and shipments of grain, grain products, hay and seed at the leading receiving and shipping points in the United States for the month of October, 1913:

BALTIMORE.—Reported by James B. Hessong, secretary of the Chamber of Commerce.

Receipts		Shipments	
Articles.	1913.	1912.	1913.
Wheat, bus....	3,239,523	1,002,450	2,519,612
Corn, bus....	173,521	276,920	2,300
Oats, bus....	263,919	5,542,016	215
Barley, bus....	1,906	8,942	5,554,702
Rye, bus....	162,775	117,151	.....
Hay, tons....	7,012	5,047	664
Flour, bbls....	255,416	254,576	125,957

BUFFALO.—Reported by Chamber of Commerce.

Receipts		Shipments	
Articles.	1913.	1912.	1913.
Wheat, bus....	23,202,963	19,721,310	.....
Corn, bus....	1,950,811	1,604,452	.....
Oats, bus....	2,319,540	1,530,800	.....
Barley, bus....	2,531,630	3,376,610	.....
Rye, bus....	.....	240,087	.....
Flax seed, bus.	2,609,706	.....	.....
Flour, bbls....	7,690,849	5,491,510	.....

CHICAGO.—Reported by J. C. F. Merrill, secretary of the Board of Trade.

Receipts		Shipments	
Articles.	1913.	1912.	1913.
Wheat, bus....	2,290,000	5,161,400	2,246,000
Corn, bus....	5,795,000	7,616,000	5,231,000
Oats, bus....	8,962,000	17,857,100	8,278,000
Barley, bus....	4,844,000	3,717,300	593,000
Rye, bus....	414,000	660,800	136,000
Timothy seed, lbs.	4,232,000	5,505,400	3,285,000
Clover seed, lbs.	225,000	950,200	152,000
Other grass seed, lbs.	197,000	2,188,900	2,571,000
Flax seed, bus.	106,000	118,300	6,000
Broom corn, lbs.	2,307,000	2,226,100	1,812,000
Hay, tons....	30,562	23,567	3,340
Flour, bbls....	966,000	863,031	622,000

CINCINNATI.—Reported by W. C. Culkins, superintendent of the Chamber of Commerce.

Receipts		Shipments	
Articles.	1913.	1912.	1913.
Wheat, bus....	437,545	312,116	174,608
Corn, bus....	514,048	551,518	273,122
Oats, bus....	410,834	1,071,702	461,541
Barley, bus....	135,284	107,261	15,454
Rye, bus....	60,571	51,890	42,131
Timothy seed, 100-lbs. bags	19,505	22,002	10,001
Clover seed, lbs.	2,322	4,089	2,546
Other grass seed, lbs.	20,393	26,192	11,450
Flax seed, lbs.	32	112	22
Broom corn, lbs.	17,212	245,500	34,405
Hay, tons....	27,477	14,025	21,082
Flour, bbls....	105,515	151,249	90,686

CLEVELAND.—Reported by M. A. Havens, secretary of the Chamber of Commerce.

Receipts by Rail		Shipments	
Articles.	1913.	1912.	1913.
Wheat, bus....	24,001	59,440	179,588
Corn, bus....	111,428	681,499	46,590
Oats, bus....	130,716	499,012	54,114
Barley, bus....	725	3,418	.....
Rye, bus....	2,187	500	6,553
Flax seed, bus.	320	7,412	.....
Hay, tons....	6,547	6,012	646
Flour, bbls....	71,836	72,691	26,448

DETROIT.—Reported by M. S. Donovan, secretary of the Board of Trade.

Receipts		Shipments	
Articles.	1913.	1912.	1913.
Wheat, bus....	91,000	314,000	86,000
Corn, bus....	221,800	276,000	26,200
Oats, bus....	404,000	427,000	79,000
Barley, bus....	7,000	.....	61,200
Rye, bus....	52,000	27,000	30,000
Flour, bbls....	32,000	29,100	35,000

DULUTH.—Reported by Charles F. MacDonald, secretary of the Board of Trade.

Receipts		Shipments	
Articles.	1913.	1912.	1913.
Wheat, bus....	13,058,395	21,534,683	9,568,915
Oats, bus....	1,519,205	1,274,304	1,120,096
Barley, bus....	2,042,234	3,701,040	1,998,488
Rye, bus....	62,753	343,214	.....
Flax seed, bus.	2,635,131	2,101,376	1,769,932
Flour received	959,000	1,040,000	1,440,030
Flour produced, bbls.	144,395	141,925	1,040,000

GALVESTON.—Reported by John H. Upschulte, chief inspector of the Cotton Exchange and Board of Trade.

Receipts		Shipments	
Articles.	1913.	1912.	1913.
Wheat, bus....	61,000	1,576,000	239,022
Corn, bus....	2,000	18,000	1,867,756
Oats, bus....	4,000	7,000	.....

INDIANAPOLIS.—Reported by Wm. H. Howard, secretary of the Board of Trade.

Receipts		Shipments	
Articles.	1913.	1912.	1913.
Wheat, bus....	110,000	140,000	65,000
Corn, bus....	511,000	680,000	118,000
Oats, bus....	302,000	1,002,000	188,000
Rye, bus....	15,000	10,000	1,000
Hay, cars....	307	187	.....

KANSAS CITY.—Reported by E. D. Bigelow, secretary of the Board of Trade.

Receipts		Shipments	
Articles.	1913.	1912.	1913.
Wheat, bus....	2,127,600	5,698,800	1,764,000
Corn, bus....	2,000,000	338,750	1,371,500
Oats, bus....	1,378,700	763,300	1,081,200
Barley, bus....	19,600	14,000	5,600
Rye, bus....	73,700	37,400	44,000
Kafir corn....	26,400	103,400	30,000
Flax seed, bus.	1,000	1,000	12,900
Hay, tons....	28,188	32,460	5,508
Flour, bbls....	5,000	33,500	160,250

MINNEAPOLIS.—Reported by H. W. Moore, statistician of the Chamber of Commerce.

Receipts		Shipments	
Articles.	1913.	1912.	1913.
Wheat, bus....	13,452,030	18,084,960	2,794,230
Corn, bus....	278,770	229,200	262,390
Oats, bus....	3,287,960	2,533,330	3,087,030
Barley, bus....	5,559,220	5,216,890	5,536,800
Rye, bus....	1,009,660	1,016,880	626,510
Flax seed, bus.	1,686,090	1,657,440	199,690
Hay, tons....	4,910	4,140	1,070
Flour, bbls....	51,869	72,568	1,863,744

MILWAUKEE.—Reported by H. A. Plumb, secretary of the Chamber of Commerce.

Receipts		Shipments	
Articles.	1913.	1912.	1913.
Wheat, bus....	683,550	1,210,950	409,140
Corn, bus....	349,280	326,860	268,940
Oats, bus....	1,274,400	1,972,500	1,429,324
Barley, bus....	3,174,600	2,505,100	512,649
Rye, bus....	427,900	610,500	186,440
Timothy seed, lbs.	154,050	570,000	185,620
Clover seed, lbs.	270,325	409,995	82,670
Flax seed, bus.	21,600	27,600	.....
Hay, tons....	3,590	3,545	624
Flour, bbls....	314,980	371,780	401,815

NEW YORK.—Reported by H. Heinzer, statistician of the Produce Exchange.

Receipts		Shipments	
Articles.	1913.	1912.	1913.
Wheat, bus....	9,055,200	.....	7,010,370
Corn, bus....	795,225	.....	33,105
Oats, bus....	1,637,850	.....	168,171
Barley, bus....	632,075	.....	164,800
Rye, bus....	56,600	.....	.....
Timothy seed, bags	.....	.....	1,400
Clover seed, bgs.	1,803	.....	4,787
Flax seed, bus.	720,700	.....	.....
Hay, tons....	28,416	.....	11,529
Flour, bbls....	942,372	.....	395,685

OMAHA.—Reported by F. P. Manchester, secretary of the Grain Exchange.

Receipts		Shipments	
Articles.	1913.	1912.	1913.
Wheat, bus....	1,170,000	2,721,600	1,585,200
Corn, bus....	2,505,600	429,600	2,332,000
Oats, bus....	2,113,100	2,051,900	2,155,500
Barley, bus....	98,000	215,600	16,000
Rye, bus....	42,900	58,300	5,000

PEORIA.—Reported by John R. Lofgren, secretary of the Board of Trade.

Receipts		Shipments	
Articles.	1913.	1912.	1913.
Wheat, bus....	114,100	121,000	136,030
Corn, bus....	1,003,859	1,155,729	332,400
Oats, bus....	859,475	832,332	881,000
Barley, bus....	299,400	477,600	108,865
Rye, bus....	52,800	75,600	34,400
Mill feed, tons	4,182	4,249	14,870
Seeds, lbs....	1,020,000	660,000	270,000
Broom corn, lbs.	60,000	15,000	16,000
Hay, tons....	4,870	5,227	1,721
Flour, bbls....	100,800	163,850	116,639

PHILADELPHIA.—Reported by Frank E. Marshall, secretary of the Commercial Exchange.

Receipts		Shipments	
Articles.	1913.	1912.	1913.
Wheat, bus....	4,045,066	2,006,402	2,607,236
Corn, bus....	128,018	140,781	.....
Oats, bus....	912,909	1,237,728	.....
Barley, bus....	8,518	1,000	.....
Rye, bus....	21,600	12,800	.....
Clover seed, bgs.	1,907	.....	.....
Flax seed, bus.	20,000	16,000	20,000
Hay, tons....	4,818	7,722	.....
Flour, bbls....	211,040	323,727	78,455

SAN FRANCISCO.—Reported by Wm. B. Downes, statistician of the Chamber of Commerce.

Receipts		Shipments	
Articles.	1913.	1912.	1913.
Wheat, centals	672,360	.....	191
Corn, centals..	5,190	.....	477
Oats, centals..	65,843	.....	.....
Barley, centals	415,121	.....	225,834
Rye, centals....	665	.....	.....
Hay, tons....	10,058	.....	8,585
Flour, bbls....	94,208	.....	32,279

ST. LOUIS.—Reported by the Merchants' Exchange.

Receipts		Shipments	
Articles.	1913.	1912.	1913.
Wheat, bus....	2,007,702	3,585,458	1,992,910
Corn, bus....	1,188,030	900,330	442,550
Oats, bus....	2,412,300	2,604,460	1,568,470
Barley, bus....	503,800	548,800	22,600
Rye, bus....	63,064	39,193	33,610
Hay, tons....	29,550	21,323	12,620
Flour, bbls....	297,770	350,950	391,940
Bran, sacks...	133,540	116,200	418,750

TOLEDO.—Reported by Archibald Gassaway, secretary of the Produce Exchange.

	—Receipts—		—Shipments—	
Articles.	1913.	1912.	1913.	1912.
Wheat, bus....	667,000	335,000	272,700	124,800
Corn, bus.....	276,800	229,800	76,600	117,300
Oats, bus.....	320,800	520,500	370,100	548,500
Barley, bus....	1,000	1,000	.....	.....
Rye, bus.....	5,000	.....	10,700	94,100
Timothy seed, bags	4,180	10,417	1,525	3,163
Clover sd., hgs.	9,820	15,516	5,374	2,063
Alsike, bags...	1,860	627	272	.....

TRADE NOTES

The Archbold Grain and Separator Company, of Archbold, Ohio, was recently dissolved as a corporation by court order.

The Hess Warming and Ventilating Company, of Chicago, has just shipped a No. 2 Hess Ideal Drier for seed corn to Chauncey P. Coy & Co., of Waterloo, Neb.

The Canadian Harbor Commissioners of Quebec will install a Morris Grain Drier in the grain elevators for which James Stewart & Co., of Chicago, have the contract.

Negotiations are pending for the location of the Poyneer Body Cam Separator and Sacker Company at Spencerville, Ohio. The company manufactures a seed and grain cleaner and is controlled by George Dixon of Decatur, Ind.

The Morris Grain Drier Company of Milwaukee has the contract for the driers to be installed in the new Dominion Government Elevator at Moose Jaw, Sask., Canada. It will have a capacity of 1,000 bushels per hour.

The Wolf Company, of Chambersburg, Pa., inform us that business is unusually satisfactory for this time of the year and that they cannot recall a time when their shops, during the fall of the year, were so filled with orders as at present.

There are no leaky cars when Kennedy Car Liners are used from the Kennedy Car Liner and Bag Company, of Shelbyville, Ind. It is claimed to be the only modern efficient and test-proven system that protects dealers against transit leaks.

The Spokane Grain Cleaner Company of Spokane, Wash., has been organized to manufacture grain cleaning machinery. The capital stock is \$100,000. The incorporators are C. W. Lenhart and G. M. Hofford of Spokane, and E. S. Isaacs of Walla Walla, Wash.

Illustrations and descriptions of the new Improved Kelly Duplex Grinding Mills, manufactured by the Duplex Mill & Manufacturing Company of Springfield, Ohio, appear in a thirty-four-page catalog just received. A copy will be mailed any grain dealer on request.

The Browning-Davidson Belting Company is a newly organized firm to engage in the business of canvas, leather, rubber and conveyor belting at Kansas City, Mo. Offices and warehouse are in the new Brokers' Office and Warehouse Building at Union and Sante Fe Avenues.

The Pneumatic Grain Conveyor Company of Chicago, Ill., is arranging to install its grain conveyor system at the export elevator of the Baltimore and Ohio railroad at Baltimore, Md. The object is to test the practicability of loading by air pressure grain aboard ocean liners for export.

The Burrell Engineering and Construction Company, of Chicago, Ill., announces the change in location of its Indianapolis office from 302 Castle Hall to 111 West North Street. Facilities will be very largely added to in the new quarters for taking care of their central grain elevator construction business.

The cleverly edited periodical *Graphite*, published by the Joseph Dixon Crucible Company, of Jersey City, N. J., contained in the November number a series of twenty-two "Don'ts." Not one said "Don't fail to get acquainted with Dixon's Graphite Productions and World-Famous Paints and Lubricants." Hence we supply the omission.

Charles G. Hammond, president of the Huntley Manufacturing Company of Silver Creek, N. Y., passed through Chicago recently enroute to Minneapolis on a business trip. He stopped in Chicago long enough to greet a number of his friends. He expressed himself as very optimistic over the fu-

ture business outlook in the grain cleaner line, with the plant at Silver Creek unusually busy on both large and small orders at the present time.

The Anglo-American Mill Company, of Owensboro, Ky., probably has one of the most-talked-about machines at the present time in the mill and grain elevator trade. A self-contained roller mill is unique at all events and the grain dealers of the country have been showing unusual interest in this guaranteed flour-making machine.

The John Lauson Manufacturing Company, of New Holstein, Wis., is inviting grain dealers everywhere to investigate the economical qualities of the Lauson Kerosene Engine. These engines have grown famous, they claim, by reason of their great fuel economy with maximum power production, the result of special features and design.

The Beall Improvements Company, Inc., of Decatur, Ill., have a very interesting booklet in their "Study of Grain Cleaning" and "The New Beall Separator." It is well worth while to keep posted and it is the booklets and pamphlets of the character of the Beall work that enables the outsiders even to get in touch with late cleaner methods.

L. E. Taylor & Co., of 914 Flour Exchange, Minneapolis, Minn., should be able to interest every grain elevator operator in their Englehart Flexible Spout Holder and Car Loader. It loads the car evenly and saves much time, labor, and annoyance. It is easily operated and dealers using it claim that it is an indispensable part of the elevator machinery equipment.

A. H. McDonald of 549 W. Monroe street, Chicago, has greatly enlarged his facilities for handling second-hand gas and gasoline engines to the grain and allied trades. A recent car load of engines is now being overhauled and rehabilitated and when sent out for service will have the McDonald guarantee that they are practically as good as new engines.

The many friends of Fred L. Cranson, secretary of the Huntley Manufacturing Company of Silver Creek, N. Y., will be glad to know that he is recovering very rapidly from his late illness. The rest and the treatment to which he has been subjected have been wonderfully effective, according to reports from those who have visited him recently, and hopes are entertained for his complete and permanent recovery.

The Gutta Percha & Rubber Manufacturing Company of Chicago was awarded the contract by James Stewart & Co. for the entire belting equipment of the million bushel elevator for the Pennsylvania Railroad Company at Girard Point, Philadelphia, which is described in this issue. The belting is of their well-known grain elevator "Mohawk" brand, which is now doing service in very many of the large terminal elevators of this country and Canada.

The B. F. Goodrich Company, of Akron, Ohio, announces that they have been forty-three years in the belt manufacturing business. For the Goodrich Grain Belt they use a duck of special design with the high-grade rubber friction between the plies. This construction gives the belt rigidity lengthwise, flexibility crosswise, prevents ply separation, and gives the belt a much longer life. More complete details may be had from their belting catalogs which will be mailed on request.

The Union Iron Works, of Decatur, Ill., manufacturers of the well-known line of Western Shellers, Cleaners, and complete equipments for flour mills and grain elevators, have opened an office in Room 717, Hubbell Building, Des Moines, Iowa, for the accommodation of their friends in that territory. C. N. Ward is in charge. Mr. Ward has had years

of experience in the installation and operation of mill and elevator machinery and will be glad to advise with patrons who are contemplating improvements or changes.

TELEPHONE AND TELEGRAPH SERVICE*

The Telephone and Telegraph Committee of the Grain Dealers' National Association started in on their duties with a full realization of the very unsatisfactory conditions prevailing in the telephone and telegraph world and with an earnest desire to do something of value to the grain trade along the lines of improving the general service. Accordingly, they immediately took up the work of furthering the Cary Time Filing Bill which had been endorsed by the association and which was then before Congress. Along this line they obtained the endorsement of the bill by numerous grain dealers' associations, millers' associations, farmers' associations, grain exchanges, etc. The bill was favorably reported out of committee in Congress, but notwithstanding the general support obtained for the bill it failed of passage. The section of the Cary Bill which provides for the recording, by the telegraph companies, on the addressee's copy of every message, the time at which it was filed for transmission by the sender, is an extremely important matter to the grain trade and if enacted into law it would save numerous losses, eliminate many controversies, facilitate the transacting of business, and be a constant influence working for quicker service generally. The time filing feature of the Cary Bill is now the law in some of the states, and in the opinion of the committee the Grain Dealers' National Association should not rest until it is a national law or the law of every state.

The committee found one great cause of poor public service was due to the system of leasing wires to individuals. This matter was of such a serious nature and of such vast importance the committee thought fit to lay it before the Interstate Commerce Commission, and in answer to the communication which we sent to that body we received the following reply: "Commissioner Harlan directs me to advise you that your letter of November 14 has been considered in conference with his colleagues, and the Commission has determined to institute a proceeding of inquiry on its own motion into and concerning contracts for private telegraph and telephone wires and the rates, rules and regulations therefore and the practices thereunder. You will be notified of the date and place set for hearing this matter when same shall have been determined upon."

The contract which exists between the telegraph company and the so-called private wire companies in some respects is a remarkable document. It contains clauses (some of which follow) that will probably interest the entire grain trade and, for that matter, the public generally. The first article of the agreement states, among other things, "The first party (Telegraph Company) agrees to furnish..... for the exclusive use of the second party a telegraph wire connecting one office of the second party in with one office of the second party in". It is a matter of common knowledge that this clause of the contract is not lived up to. Its meaning has been so stretched that the wire which is to go from one office of the second party to another office of the second party is sent from one office of the second party to various other offices of various other parties, so that the lessee in effect becomes more or less a telegraph company himself, furnishing free telegraphic service to those who will favor him with their business, and very frequently depriving the rest of the general public of practically all telegraph facilities.

Further along in the same article, referring to possible wire trouble, the agreement reads: "Until said wire shall have been repaired, the first party shall either furnish the second party another wire

*The complete report of the Telephone and Telegraph Committee, Gardiner B. Van Ness, chairman, read at the New Orleans convention of the Grain Dealers' National Association, which was printed in part in the October issue.

NEWS LETTERS

[Special Correspondence.]

INDIANAPOLIS

BY F. J. MILLER.

Pending the arrival of a larger bulk of the new corn, the Indianapolis market has been fairly quiet recently. The first corn began to come in at the first of the month. That inspected by the Board of Trade graded very satisfactorily, but was not in large quantities. From the middle of the month on, the largest movement will take place. Damp weather in many sections has delayed drying of the corn and shipping to the Indianapolis market.

* * *

Wabash County farmers are unanimous in saying that never before has the wheat crop been as promising in the autumn as now. Rains have been responsible. Rain has also greatly benefited wheat in Franklin county, so that it is in good condition for the winter. More wheat has been sown in Pike county than for the last five years. Notwithstanding the losses suffered by farmers along the White River bottoms during the flood last spring, they have almost doubled the crop in the bottoms this fall.

* * *

Corn dealers in Evansville, Ind., think that corn will sell for \$1.25 a bushel before the new crop year ends, as the crop in the "pocket," the southwestern corner of the state, is short and the yield will be about one-half of what it was last year. Corn is selling there for 70 cents a bushel. Up in Fayette County, however, 10 per cent of the largest crop ever grown there has been gathered. The yield averages fifty bushels an acre. Gathering began two weeks earlier than usual, and in view of the prevailing prices, the crop's money value is expected to set a new record. At Columbus, southeast of Indianapolis, the new crop is of such poor quality that the millers are not buying it extensively. In one load of 35 bushels four bushels of nubbins were found. These sold for hog feed at 35 cents a bushel.

* * *

The Union Starch and Refining Company of Franklin has been buying corn at 55 cents a bushel. Many farmers are selling to their neighbors who are short. Reports are that the quality of the corn is not satisfactory, that it is damp. Grain dealers there have begun buying at 55 cents.

* * *

Charles Strawbuck, an employe of the Cleveland Grain Elevator Company, died Nov. 8, at the Indianapolis City Hospital from injuries received at the company's elevator in Beech Grove. He was caught in the elevating machinery and his left leg torn off at the hip. Coroner Durham has begun an investigation.

* * *

Bert A. Boyd and Mrs. Boyd have just returned from a trip to Panama. Arriving at the Canal Zone just after the Gamboa dike had been blown up and the waters allowed to stretch throughout the length of the big ditch, they were among the first outsiders to see the canal with water all the way from the Atlantic to the Pacific. Mr. Boyd was especially interested in the effect which the operation of the canal is to have upon American business of all sorts.

* * *

Farmers near Washington report that the Hessian fly is doing considerable damage to the wheat.

* * *

The Hancock corn crop is heavy this year, and because of the high prices paid for it and the prevalence of hog cholera in that region, the growers are shipping most of it away.

* * *

Donald B. Jenkins, son of C. B. Jenkins, president of the Indiana State Millers' Association, and Miss Nellie Sowerwine, daughter of Mrs. N. W. Sowerwine were married at Noblesville recently. Mr. and Mrs. Jenkins went on a wedding trip to New York and Philadelphia.

* * *

The Bowers-Niblick Grain Company of Decatur has increased its capital stock from \$10,000 to \$15,000.

* * *

Fred Keeler, aged 54, senior member of the Calumet Produce Company, of Hammond, was killed when an automobile he was driving was overturned and crushed him. Mr. Keeler was formerly of Galva, Ill., where he was in the real estate business.

* * *

The grain and brokerage firm of A. W. Thomson & Co., which has been in existence for the last

fifteen years, has expanded into that of Thomson and McKinnon, with offices in Indianapolis and Chicago. Instead of connection with the firm of Logan and Bryan, the new company will have its own wires direct from New York and Chicago. The expansion of A. W. Thomson's business has been marked for the last few years, reaching its highest point last spring when Mr. Thomson bought a seat on the New York Stock Exchange. He is also a member of the Chicago Board of Trade, the Chicago Stock Exchange, the New York Cotton Exchange, the Indianapolis Stock Exchange and the Indiana Bankers' Association.

The present offices of the company in this city will be expanded and offices will be established in Chicago on the ground floor of the Rookery. Rodney W. McKinnon, the new partner of Mr. Thomson, has long been associated with the grain and brokerage business in Chicago.

* * *

Fire of unknown origin started at about 2:30 a. m., November 7, and destroyed the mill and elevator of the Branch Grain and Feed Company, of Martinsville, Ind., along with several other buildings. It was only by the hardest kind of work on the part of the firemen that the Martinsville Milling Company building, nearby, was saved. Major E. F. Branch, of the Martinsville firm, was called to Indianapolis with the National Guard during the street car strike.

[Special Correspondence.]

PHILADELPHIA

BY E. R. SIEWERS.

Walton Brothers received the first car of No. 3 new corn from Ohio.

* * *

The old Millbourne Mills with its adjoining property, located at Sixty-third and Market Streets, which was recently sold to settle up the Sellers estate who owned and controlled it for several generations, was purchased by Shane Brothers and Wilson, who were lessees of this flouring plant for several years. The price paid was \$55,000, subject to some \$90,000 in liens, the sale being a private one.

Though dating back as a landmark of Revolutionary days, the mill has been modernly equipped, having a large storage capacity, and a 750-barrel daily output, carrying several widely known brands of flour.

* * *

Among the prominent grain authorities who paid a visit to the Commercial Exchange recently were W. T. Cornelison of Peoria, Ill., and H. W. Danforth of Washington, D. C.

* * *

The month of October at this port rounds up with receipts of 4,500,000 bushels of grain, and exports reaching 2,500,000 bushels, with a bumper November record in sight.

* * *

Director James L. King of the Grain Dealers' National Association and Chairman Samuel Leech McKnight and Walter Keen Woolman of the Grain Committee, with Sidney Street, and Secretary Frank Evans Marshall of the North American Grain Export Association, represented the Commercial Exchange at the conference in Washington, D. C., at the corn grade standardization hearing of the United States Government Agricultural Department, and Captain John O. Foering, Chief Grain Inspector, brought up the rear guard with the substitute grade idea in his wampum.

* * *

The Bill of Lading proposition was looked after by James L. King, M. F. Baringer and Secretary F. E. Marshall, who stood strongly for the demands of the grain receivers throughout the East for the cutting out of the natural shrinkage clause, which was always open to unjust advantages, and the original invoice plan or rule of primary point of shipment in settling of claims.

* * *

The exhibition of corn growers from Pennsylvania, New Jersey, Delaware and Maryland, with the \$1,250 in prizes to be given by the Corn Exchange Bank of this city, and which will be held on the main floor of the Bourse and Commercial Exchange beginning December 4, is the coming attraction to the grain men and farmers. Numerous samples of corn are promised and 2,000 young corn growers of Ohio are expected to be present and participate in the proceedings. The banks have arrived at the conclusion that corn improvement

for their use or transmit their business between the places hereinbefore named over other wires of the first party at one-half of its regular current day rates between said places." This is a most remarkable clause and the committee does not think it will hold water when tested before the Interstate Commerce Commission, for it does not seem possible the Interstate Commerce Commission will hold that when wire trouble prevails, a public wire can be taken out of public use and given to a private wire concern, or that it will hold valid the other alternative, that the private wire concern will have its messages transmitted over a public wire at one-half of the regular current day rates charged the general public. This clause of the contract savors of the old "public be damned" policy which, happily, is now somewhat out of date.

In the third article of the agreement the first paragraph reads: "It is understood and agreed that said wire, herein provided to be set apart for the benefit of the second party as aforesaid, shall be used by them only in transmission of messages concerning their own business and affairs, and that the said wire shall not either directly or indirectly be used in any manner for the transmission of messages for the public or for any person or persons other than the second party." This article of the agreement is continually violated. In fact, so general is the violation of this clause it can be safely said that there is no hour and probably no minute of the business day that there is not some message on the wires in violation of same.

Further along in the same article referring to the possible transmission of these forbidden and unauthorized messages it reads: "First party may at its option either, first, collect and receive from the second party in addition to the rentals herein provided for a toll charge upon each of such unauthorized messages at the then existing tariff rates for commercial business of the first party, or may terminate this agreement on one day's notice, in writing to the second party, of a desire to do so." It would seem from this that the telegraph company have but two alternatives in case of the violation of this article of the agreement; either they must collect tolls for the messages, sent in violation of the agreement, or terminate the agreement. As a matter of fact, they are doing neither.

The committee feels that there is a great work cut out for this association in the obtaining for its members an equality of service from the telephone and telegraph companies. This is the one great thing to be sought. After it is obtained, regulations governing charges, and possibly other matters, should be looked after. But at the moment the one great blight that prevents a normal, healthy growth of the public telegraph facilities appears to be the system of leasing wires to individuals, and in the opinion of your committee the one big point to be fought out before the Interstate Commerce Commission is the question as to whether or not it is lawful for a public service corporation, itself the beneficiary of special privileges granted by the Government, to lease its facilities, intended for public use, to individuals when such action results detrimentally to the general public.

The grain trade is one in which instant telegraphic and telephonic communication is essential to the safe and proper handling of the business, and the duty rests upon this association to do all in its power to bring about such service, and to see to it that the facilities of the public companies are not farmed out to and monopolized by the few, but are made available to all alike on equal terms, and to this end we recommend that the adoption of this report carries with it instructions to the incoming telephone and telegraph committee to press the advantage already gained in getting the subject before the Interstate Commerce Commission, and that the general membership take an active interest in the work by preserving and promptly forwarding to the telegraph and telephone committee all data concerning instances of faulty or unsatisfactory service.

The alfalfa crop in Dawes county, Neb., was valued at \$353,000, this year.

is quite important in the financial world, at least as long as corn is king of the agricultural products.

* * *

The official committee in charge of bringing the hay rules and classification of the various forms of dried grass up to date, with Chairman W. A. Huey of the Commercial Exchange at the lead, have been hotly diving into the all-absorbing question as to just what constitutes light mixed hay, and thus far opinions are somewhat diversified, though it is predicted they will get together before Thanksgiving Day.

* * *

On November 17, an influential group of trades people of 25 of the leading associations here, inspired by the Chamber of Commerce, will make a trade expansion trip to the principal cities of North and South Carolina, Tennessee, Georgia, and Virginia with the booming idea in their curriculum.

* * *

Is No. 3 labeled corn always No. 3? This is one of the vexatious questions that are under lively discussion by the grain authorities along the Rialto, and among other things, in re United States Government standardization, the revised corn grade schedule has blossomed forth in a way.

* * *

Several new steamship lines, in anticipation of the opening of the Panama Ship Canal and the improvement being made at this port along the river fronts, have applied for landings at the modern piers on the Delaware.

[Special Correspondence.]

BUFFALO

BY ELMER M. HILL.

Elevators in the Buffalo harbor are badly congested. Never before has so much grain been brought down the lakes to this port as during the present season and now a movement is on foot to interest capitalists in the construction of at least one modern concrete and steel elevator with a capacity of 3,000,000 bushels.

Statistics compiled by the Western Elevating Association indicate that 30,130,944 bushels of grain were received at the Buffalo elevators in October, bringing the total receipts for the season up to 112,157,185 bushels as compared with 99,558,071 bushels for the corresponding period of 1912 and 85,897,369 bushels for October, 1911.

Grain carriers from Duluth, Superior, Fort William, Port Arthur and Chicago are being held in port from four to six days and in several instances within the last three weeks, ships have been forced to wait nine and ten days for elevator space. The destruction by fire of the Erie elevator has greatly handicapped local elevating interests.

The Washburn-Crosby Company will shortly place in service its new grain storage tanks with a capacity of approximately 3,000,000 bushels but this will not tend to ease the situation to any great extent because most of the wheat stored in these tanks will be used by the Washburn-Crosby interests in milling flour.

Further statistics of the Western Elevating Association show the receipts of wheat for the season to be 78,597,262 bushels; corn, 18,471,144 bushels; oats, 12,774,241 bushels; barley, 11,318,295 bushels and rye, 996,243 bushels. These figures are all in excess of the records for the corresponding period of last year and the year before.

Storage grain to be held in vessel bottom during the winter is beginning to arrive at Buffalo but the bulk of storage will not begin to reach this port until after November 15th. Tonnage for storage capacity is in fairly active demand at three cents from lake Superior ports to Buffalo, but comparatively few charters have been reported up until Nov. 10th.

* * *

The Erie Canal will close to navigation on November 15th. Steam propelled craft for seaboard points will be allowed to clear up to midnight of the 12th but horse drawn boats will not be given clearance papers after Nov. 10th. The season over the Erie Canal between Buffalo and Albany has been the poorest in the history of the state water because of numerous breaks and delays during the early part of the season. Shippers would not take the chance of sending goods forward.

* * *

Three Buffalo men interested in the grain trade have been appointed members of the special advisory committee on health and safety in the milling industry which has been named by the industrial board of the New York State Department of Labor in New York City. The committee, of which there are six members, will study conditions in the grain and milling industry and will make a report to the state board as to what means should be taken to prevent a recurrence of similar catastrophes.

The members of the committee are: Maurice Worthheim, a member of the state board; Prof. Charles E. Munroe of the George Washington University, Washington, D. C., an expert on ex-

plosives to the United States Bureau of Mines; George W. Booth, chief engineer of the National Board of Fire Underwriters; R. R. Hillman of Buffalo, mechanical engineer and safety expert; Lawrence E. Harmon, manager of the Buffalo Cereal Co., representing the western New York interests and T. V. O'Connor, president of the International Longshoremen's Association, representing the workmen.

The committee will hold a series of meetings in Buffalo to begin its investigation into conditions in the industry. A study is already under way in the laboratory of the United States Bureau of Mines in Pittsburgh, Pa., where special arrangements have been made to test out the explosive quality of starch and grain dust, as found in milling plants. This investigation is being conducted by an expert chemist and financed by employers in the milling industry.

* * *

Buffalo grain men have received word from New York City grain interests in which they say they are receiving corn from Argentine at a price eleven cents under the rate that Chicago corn is selling for in the eastern metropolis. A large amount was bought at ten cents under Chicago but now they are offering it at eleven cents under Chicago. Montreal is getting Argentine corn at seven cents under the price that they can secure Canadian corn for.

* * *

The big steel freighter *William C. Richardson*, which foundered off Waverly Shoal, Lake Erie in 1909 with a cargo of 300,000 bushels of flax consigned to Buffalo, was destroyed by dynamite early in October by a Philadelphia wrecking firm. The flax cargo was salvaged.

* * *

Buffalo grain shippers were given a hearing before the New York State Public Service Commission on November 1, relative to a complaint filed with the commission against the Erie Railway, alleging inadequate train accommodations and freight car shortage in the grain trade. Efforts are being made by Buffalo grain interests to ameliorate the shortage of cars on the Erie for shipments of grain in New York State. Harry M. Barker, representing Charles Kennedy Company, grain merchants, said that it seemed to be a great difficulty with shippers of grain to obtain cars from the Erie road to cover shipments to points in Western New York. Consequently, he stated, consignees in Western New York were taking their business away from Buffalo companies and giving it to Cleveland firms because they were unable to get car service over points on the Erie line. He declared that the company appeared to be concerned principally with through traffic to the seaboard, and are neglecting local shipments, to the detriment of the Buffalo grain business.

H. H. Richardson of Whitney & Gibson, grain dealers, stated that his firm has lost business through imperfect train accommodations. He testified that there are points on the Erie and Pennsylvania railroads where Whitney & Gibson have lost the market, as dealers were unable to get shipments through on time. Division Superintendent F. G. Robbins of the Erie stated he was doing the best he could with the cars at his disposal. Decision was reserved in the matter.

* * *

"The real superiority of Buffalo over Montreal in the matter of handling grain lies in the fact that large lake vessels of twenty-foot draught can unload in Buffalo while only comparatively small boats can go through the canal to Montreal," said W. G. Ross, president of the Montreal Harbor Commission, who was a visitor in Buffalo early in November.

While in Buffalo, President Ross, Lieut. Col. A. E. LaBelle and W. P. Fennell, Jr., members of the Canadian Commission, were the guests of H. D. Watters, president of the Western Elevating Association and H. T. Kneeland, Jr., vice president of the association. The Commission came to Buffalo for the purpose of inspecting elevating facilities at this port.

"The only salvation of Montreal," continued President Ross, "as a real grain handling center, lies in a direct water route from the Canadian northwest. The mileage from Sault Ste. Marie to Montreal would be only slightly greater by way of the proposed Georgian Bay canal, than from the Soo to Buffalo, while in many ways a canal route would be much more favorable to boats than the trip down the lakes to Buffalo."

In connection with the decreased grain receipts at Montreal, which resulted in the members of the commission coming to Buffalo to investigate elevator conditions, President Ross said another matter must be taken into consideration and that, he said, is the question of winter shipments.

President Ross said the elevator capacity at Montreal will be greatly increased in the spring. At present the three Montreal elevators under the control of the Commission, have a capacity of 7,300,000 bushels. Concrete and steel storage tanks, capable of storing 1,500,000 bushels of grain, are to be con-

structed in connection with No. 1 elevator and an addition of about 1,000,000 bushels will be constructed in the spring to No. 2 elevator. It is understood that the Grand Trunk Railway Elevator will also be increased in capacity.

Officials of the Western Elevating Association took the members of the Commission on a tour of the harbor on one of the fire boats and later a close inspection of several of the newest elevators was made. Later the Canadian elevator and grain men went to the country club where they enjoyed a game of golf with local grain and elevator men.

* * *

Evidence submitted at the inquest before Judge Noonan in City Court into the fire at the Clover Leaf Milling company's plant showed that the company had used every known appliance to prevent explosions and other accidents and the officers of the company were exonerated from all blame. The man who was killed, it was shown, after escaping from the building uninjured, went back into the blazing mill to get his coat. He jumped from an upper window and died later in the hospital.

* * *

The malt house of the Suspension Bridge Malt House Company, at Niagara Falls, was totally destroyed by fire on October 23 last. A general alarm was sounded but the firemen were powerless to save the building from destruction. The loss of the building and contents is estimated at \$60,000. A large quantity of grain, which recently was taken from a burned malt house in Buffalo, was also destroyed. C. H. McLaughlin of Buffalo owned the structure. Several fires have occurred in this plant in the last four or five years and four years ago the structure was burned to the ground.

* * *

A. B. Katkamier of Farmington, N. Y., is making an investigation of the field corn situation in New York State and reports disaster to most of the crop. The ears of the corn are sprouting from butt to tip. Dent varieties are sprouting more than the Flint sorts. Three vagaries of the weather are responsible for the trouble, the first of which was the prolonged summer drought. For weeks there was no apparent growth to the stalks or development of the ear. This made the corn late in approaching maturity. Then came the severe early frost, which cut the leaves and soured the sap, causing growth to cease. The third cause was the exceedingly warm weather during the forepart of October. It is suggested by Mr. Katkamier that the corn should be husked as soon as possible and the sprouted ears fed to hogs and stock. The ears which are not too badly affected should be left in bushel crates to dry. In no case, he says, should the corn be cribbed until very late in the season when the settled weather comes.

* * *

The motion of Dr. Chauncey M. Rathbun of El Paso, Tex., formerly of Fredonia, for a court order authorizing an examination in his behalf of the books, accounts and various other records of the United States Seed Company, in the possession of Frank M. Roesch at Fredonia, has been discontinued, Mr. Roesch stating that he had no objection to the examination and that he had been willing at all times to give Dr. Rathbun free access to all records pertaining to the affairs of the company.

The United States Seed Company was started in Texas in February, 1910, as a partnership affair between Roesch and Dr. Rathbun. The purchase of the large amount of stock and equipment, together with the growing expenses incurred, necessitated an increase in the working capital of the company. Finally the concern was incorporated and the capital stock was placed at \$50,000. In all Dr. Rathbun contributed \$12,000 in cash. In addition he borrowed about \$7,500 from Mr. Roesch and gave notes. He also gave a note of \$3,000 to the Alamo National Bank of San Antonio, where the main headquarters of the company were located.

As collateral to the notes, Dr. Rathbun put up stock in the company. When the note held by the bank came due Dr. Rathbun had no money to meet it, it is said, and Mr. Roesch, at the request of his business associate, paid the note and took over the collateral stock. The three notes held by Mr. Roesch are also said to be long past due and no part of them has been paid.

It is stated for Mr. Roesch that he has carried the notes of his business associate long after they were due, hoping that he would be able to meet them; also, that he advanced \$3,000 to retire the note at the Alamo National bank when Dr. Rathbun was unable to meet it. Furthermore, it is stated that every transaction made by Mr. Roesch on behalf of the company has been open and regular and that he has not the least desire to keep the slightest detail of the company's business from the knowledge of Dr. Rathbun. It is pointed out that to conduct a wholesale seed business requires a great amount of work and a considerable amount of ready money. Although it was the original understanding that Dr. Rathbun and Mr. Roesch should contribute the working capital equally and each take an active part in conducting

the business, the final outcome was, it is said, that the former contributed but \$12,000 toward a capitalization of \$50,000 and Mr. Roesch had all the affairs of the company to handle.

[Special Correspondence.]

TOLEDO

BY E. F. BAKER.

The market is quiet here and everybody seems to be emulating the renowned Micawber, "waiting for something to turn up." There seems to be a decided determination on the part of farmers in this section to hold their crops, especially wheat, for higher prices. New corn is beginning to make its appearance and such as has arrived here seems to be of very fine quality, indeed Toledo is the center of territory which produced the finest and largest corn crop in the country this season, Ohio, Indiana and Michigan. It is common knowledge that the wheat of this section is really the finest grown anywhere in the world. Wheat has not been coming in to speak of and farmers seem determined to hold it until better prices are offered. A few oats are moving here and some Canadian oats are making their appearance on this market. A cargo of 180,000 bushels of oats came in this week from Canada for the Paddock-Hodge Co., and a 500,000 bushel cargo is expected next week by the same concern. The oats crop this season was very large and the same was true of the Ohio wheat crop, which was a failure last season. It is stated that the average yield in Ohio this season was 17 bushels to the acre. While farmers seem to be jealously guarding their wheat the demand does not seem to be extreme. Local mills seem to be well supplied and the smaller mills seem to be loath to buy until the policy of the Canadian government relative to the duty is made known. All the Toledo mills are running but not at full capacity. Many of the local mills are now grinding spring wheat and there is quite a bit of spring wheat in store here, while a cargo of spring wheat is expected to arrive from Duluth tomorrow. Receipts for the past week were: wheat, 343,000 bushels; corn, 42,000 bushels; oats, 35,200 bushels. The shipments amounted to 93,200 bushels of wheat, 30,100 bushels of corn and 84,100 bushels of oats. Cash wheat is quoted here at .95 $\frac{3}{4}$, cash corn, .75@.75 $\frac{1}{2}$; cash oats, .41 $\frac{1}{4}$ @.41 $\frac{3}{4}$.

President Jones of the Grain Dealers' National Association was in Toledo recently in conference with Secretary Courcier. While here he appointed the important committee on Telephone & Telegraph Service, making Fred Mayer of J. F. Zahm & Co., chairman. This is a committee of more than usual importance as great losses have been caused to grain men by the inadequate service rendered by telephone and telegraph companies. The committee will attempt to formulate some plan which will result in an improvement of this service, which may eventually take the form of legislative action. Other members of this committee are George H. Davis, Kansas City, Mo.; Bert H. Lang, St. Louis, Mo.; Arthur S. Dumont, Detroit, Mich.; Leslie F. Gates, Chicago, Ill. Chief Grain Inspector E. C. Culver was also honored, being given a place on the committee on grain grading.

The steamer *Vulcan* arrived in Toledo harbor the last week of October from Superior laden with 79,000 bushels of flax for the Metzger Seed & Oil Company, and 29,000 bushels of American wheat which was later loaded at the Hocking Valley dock into cars to take it to Newport News for export. A cargo of 125,000 bushels of Canadian wheat also arrived and was shipped in bond over the Hocking Valley for export from Newport News.

Samples of Argentine corn and corn chop made from the same were recently exhibited at the Toledo Produce Exchange by Henry L. Goemann. The kernel of this corn is small and flinty and resembles in some measure the New York state product. Samples of Illinois number two yellow, placed alongside, showed a much larger quantity of chit or germ in the domestic grain. It is the absence of this chit that permits the Argentine product to stand long sea voyages without heating.

A hobo's pipe is supposed to have been the original cause of the \$40,000 fire which recently destroyed the H. H. Briggs hay barn at Earl and Harpel streets. Fifteen hundred tons of prime timothy hay was included in the loss, the hay alone being worth \$25,000. A small insurance was carried.

The directors of the Produce Exchange held a meeting Thursday afternoon and adopted the following rule governing inspection and weighing of seed. Charges of 4 cents a bag will be paid by the buyer, whether in or outside of Toledo, on all regular grades except screenings, of all seed except on private brands, which shall be registered

with the secretary. The rule was put into immediate effect.

David Anderson of the National Milling Co., of Toledo, and W. H. Haskill, of the W. H. Haskill Company, have returned from Mt. Clemens, Mich. Mrs. Haskill remained at Mt. Clemens where she is taking treatment for rheumatism.

The village of Holgate, Ohio, has a new grain concern known as the Holgate Grain & Supply Company, which was recently incorporated with a \$15,000 capital stock. The incorporators are J. H. Flowers, F. D. Meyer, J. J. Groll, Geo. Ricker, J. I. Day, George Coney, Geo. W. Greenler, Geo. S. Yenner and M. F. Dietrick.

The Henry County Agricultural Society is planning a big corn show to be given at the Rink opera house, Napoleon, Ohio, the first week in January. As Henry is the banner county in the yield of bushels per acre, the show is expected to be one of the best in the state.

The Transportation Committee of the Toledo Produce Exchange held a meeting Tuesday afternoon in the office of President F. O. Paddock, at which time arguments were outlined for the final hearing of the freight rate case before the Interstate Commerce Commission in Buffalo, November 20. Because of a difference of opinion as to the interpretation of the finding of the Interstate Commerce Commission in the decision recently handed down in this case the railroads involved asked for a rehearing of the case. In this instance the grain men will appear as defendants in the case where formerly they were plaintiffs.

Cement contractors with a large force of men are at work on the Albert Reber farm, south of Upper Sandusky, Ohio, building a dike along the Sandusky river. The dike is 265 feet long, 12 feet high, four feet wide at the base and two feet wide at the top. The purpose is to prevent flood damage.

The grain men of Toledo have filed a protest regarding the recent advance in freight rates from Toledo to New York of one cent per hundred pounds or from 15 $\frac{1}{2}$ to 16 $\frac{1}{2}$ cents. The Chicago to New York rate has only been advanced eight-tenths of a cent. The advance tariffs were to have gone into effect Nov. 20 but have been suspended until March 12, 1914, when the Inter-state Commerce Commission will have had an opportunity to pass on the matter. The tariffs suspended amounted to 21,000 on the different roads.

[Special Correspondence.]

CLEVELAND

BY JOHN D. RARIDAN.

Grain trade on the Great Lakes has been considerably heavier than last year. In the past month chartering on Superior and Erie was away in advance of the same month a year previous, in spite of the fact that much vessel capacity was tied up. Nine steamers brought big cargoes from Duluth and Fort William the last week in October. Lake Superior shippers have heavy cargoes for November. The nine vessels that deposited their cargoes in Cleveland and Buffalo had a capacity close to 2,500,000 bushels of grain. The grain movement out of Duluth promises a busy period between this time and the close of navigation.

A. W. Clark, president of the Cleveland Grain Company, and Inspector J. E. Heniken returned from New Orleans the latter part of October enthusiastic over the progress of the convention. They consider the meeting the most successful yet held.

The Big Four Milling Company is erecting an addition to its elevator at 2207 West 59th Street. The new structure will be 80 by 90 feet in size and cost between \$3,000 and \$5,000. New machinery will be installed and general improvements are in prospect.

The Cleveland Grain Company has received several shiploads of Canadian oats and two or three more cargoes are expected before navigation closes. President Clark is of the opinion that Canadian oats just now are more an experiment than anything else and the volume of business to ensue from the reduction of tariff awaits to be seen. There are only a few dealers in Ohio handling oats to any extent, but if the trade in this line develops through the reduced rate it will mean much to this section of the country.

The State Utilities Commission has ruled that it has no jurisdiction in the matter of ordering railroad companies to furnish grain doors for their cars to customers who demand them. The rule compelling the carriers to furnish such doors is one set down by the Interstate Commerce Commission, it is

pointed out. The problem came before the utilities body through complaint of a Massillon, Ohio, stone and sand concern, and not through a grain dealer, but the opinion was rendered and given publicity to attract the attention of grain dealers of the state.

The new feed mill addition to the Lake Shore Elevator is nearly completed, and dealers who have been through it and examined its equipment, consider it the finest in the state.

Various improvements are in progress at the Gates Elevator in South Brooklyn, a suburb of Cleveland. Manager Schmitt finds his business at a steady increase.

F. H. Deagle has been made manager of the Union Elevator in Cleveland, succeeding Manager Bray. No other changes in the elevator force are contemplated.

Those in charge of the Buckeye Boys' Corn Special Tour to Washington, December 1 to 7, estimate there will be 1,500 juniors and 500 seniors in the party. Arrangements have been made for six special trains to transport the party. Extending the tour to include Philadelphia and still keeping the cost of the trip within last year's limit, \$60 for seniors and \$50 for juniors, is meeting popular approval. T. P. Riddle of Lima, treasurer and director of the tour, reports the First National Bank of Jackson county, as the first to remit. This bank gave two free trips for the two highest yields of shelled corn.

Ohio boys have just been awarded prizes in the state wheat growing contest. The winners were: First, Earl Bright, Putnam County; second, Herman Sandow, Huron County; third, J. W. Melick, Perry County; fourth, Robert Jarvis, Holmes County; fifth, Marion Brandt, Seneca County; sixth, Howard Bollman, Henry County; seventh, Elmer Schultz, Putnam County; eighth, Joseph Stein, Lucas County; ninth, L. Perry, Fulton County; tenth, E. S. Gault, Medina County; eleventh, J. H. Miller, Huron County; thirteenth, Don Stutz, Darke County; fourteenth, Arnett Rose, Allen County. The first prize was \$100 and graduated to \$1.

In the organization of the Holgate Grain & Supply Company, Holgate, Ohio, by a dozen farmers of the vicinity, it was agreed that 600 shares of stock would be issued and sold at \$25 a share. The capital stock of the company is \$15,000.

The old grist mill at Fowler's Mills, near Charcon, is again in operation with Charles Vogel in charge. The mill is fully equipped with new and modern machinery.

The Dutt Feed and Supply Company of Wadsworth, is specializing in scratch feed for chickens, and in retail sales at this time of the year.

Milling concerns from all parts of the state participated in the pure food show at Columbus in October.

Yeggmen broke into the safe of the Vickery Elevator, owned by the firm of Wolf & Jones at Vickery, near Bellevue, and stole valuable papers, consisting of notes, deeds and other documents. After discovering there was no money in their loot the robbers scattered the papers along the railroad tracks in the vicinity of the elevator.

The Graham Milling Company of Zanesville, is enjoying an unusually brisk business with a marked advance in its retailing department. It has been featuring scientific milling processes and invites patrons to look over the plant.

Collier's elevator at Springfield, has brought its delivery service into such moment that Springfield patrons have made marked commendation.

The grain and hay storage house of Frank McKenzie at Drakesburgh was recently destroyed by fire.

The J. Wilder Seed Company has been incorporated to do business at Cincinnati. It has a capital of \$10,000, and is backed by Walter C. Renaker, William J. Rahe and Walter Schmitt. The corporation is successor to the J. Wilder Company.

George E. Crane of Kenton, referee in bankruptcy, is hearing claims of creditors of the Sycamore Grain and Milling Company, which recently ceased business.

The freight steamer *L. C. Smith* deposited 350,000 bushels of wheat with the Richmond elevator at Painesville. Two million bushels of wheat have been received at the elevator so far this season,

and between four and five million more are expected before navigation closes.

William Serken and others, have incorporated the Gerald Grain and Stock Company at Gerald, in the sum of \$10,000.

J. C. Minnich, grain dealer of Trotwood, was held by a coroner's jury at Dayton, to be responsible for the deaths of Mr. and Mrs. Gabriel Durst, an aged couple whom he struck and killed while leaving Dayton in his automobile.

Along with the New Vienna Bank and the Boden Milling Company, the Vienna Grain Company has awarded free trips to Washington on the corn boys' special. The Clinton County honors go to Joseph Williams.

Announcement has been made that R. D. Spangler has been appointed general manager of the Defiance Grain & Milling Company, at Defiance.

[Special Correspondence.]

CINCINNATI

BY JOHN S. DOBBS.

Parker K. Gale, formerly connected with the Standard Hay & Grain Company and with Stafford & Gale, was recently suspended from the Cincinnati Chamber of Commerce for unmercantile conduct.

The Cincinnati Grain Company have let contracts and have started to work on the erection of a large hay warehouse, which will be located at a junction of the Big Four; Chicago, Hamilton and Dayton; Norfolk and Western; Pan Handle; and Baltimore and Ohio Southwestern Railroads at Ivorydale, which is one of the suburbs of Cincinnati.

At a recent meeting of the Grain & Hay Association the matter of increasing the commission on shelled corn was thoroughly discussed and it was finally decided after much argument to allow the present rule to remain unchanged and shelled corn will be handled as formerly at 1/2 cent per bushel commission.

Cincinnati has enjoyed an excellent hay market. The demand has been uniformly good since harvest and the high prices have brought forward liberal shipments. At present No. 1 Timothy is selling at \$19.00; No. 1 clover at \$17 to \$17.50; No. 1 clover, \$15 to \$15.50 per ton and these prices have remained unchanged for the past 30 days despite a liberal run of shipments and excellent weather conditions, and it is only reasonable to presume that an advance will be scored with the coming of unfavorable weather.

The movement of new ear corn has been rather liberal and during the past week the receipts of new shelled corn have been increasing almost daily. Quite a number of cars of new corn graded No. 3 and have sold at a discount of about 5 cents per bushel under the prices of old corn and the trade is greatly pleased at the good quality and condition of the new corn so early in the season.

[Special Correspondence.]

KANSAS CITY

BY MURRAY E. CRAIN.

The past month has been a comparatively quiet one in Kansas City grain circles, movement being light. The Board of Trade pit has been lacking in the life which usually characterizes it at this season of the year. In fact, several of the most enthusiastic members have spent the major portion of their time in their offices, instead of mingling with the dealers on the Board of Trade. There have been no events to stimulate movement of wheat, corn, or oats, and the coming corn crop is so small that it will exercise no great effect on conditions in Kansas City.

Stocks on hand are the heaviest in the history of the Kansas City grain market. Between nine and ten million bushels of wheat, corn, and oats are piled up in elevators, and the inbound movement promises to raise this figure materially in the near future. It is believed that many agriculturists of Kansas are still holding their wheat, and that most of that arriving is from country elevators.

While pessimists place the corn crop of Kansas at 10 per cent, it is believed that the yield will go well above this figure. At the same time, it is certain that an extremely short crop will be picked, and only a fair amount of activity will result from the advent of corn. Snappy weather has arrived in Kansas and the corn harvesters will shortly begin their work. The movement of corn, of course, will help conditions to some extent, and a good stiff market is in prospect on this grain.

There seems to be little chance that in the near future the Kansas City Board of Trade and the state of Kansas will arrive at any decision regard-

ing the inspection of grain handled through Kansas City dealers. Governor George H. Hodges of Kansas was a recent visitor in Kansas City, accompanied by George B. Ross, Kansas state grain inspector. A conference with R. J. Thresher, president of the Board of Trade, was held, and while no immediate decision was reached, Mr. Thresher stated that the Board of Trade would give up inspection of grain as soon as the growers and shippers asked for that move. The Board of Trade inspection department was established in July, 1912, on the suggestion of Kansas City shippers. The latter were far from satisfied with the charges made by the Kansas state inspection bureau, amounting to one cent per 1,000 pounds, or from 80 cents to \$1 a car. The service of the Kansas department also left something to be desired, according to grain men of Kansas City. The Board of Trade inspection department established a flat charge of 50 cents a car. This branch of the Board of Trade is not conducted for profit, and barely maintains itself. This being the case, the Board of Trade is willing to discontinue its inspection service as soon as members are willing to return to Kansas inspection. Unless the state reduces its old charges, however, the Kansas City grain interests are not likely to favor the elimination of the Board of Trade department. At present, Board of Trade inspection is given shippers, unless a notation on the bill of lading asks for state inspection. The Board of Trade, because of its lower charges, is naturally getting the bulk of the business. The Missouri inspection service is charged for at the rate of 65 cents per car, the Board of Trade thus rendering service at less price than either of the two states. The charges by the states are fixed by law, and must, therefore, be amended by the same method. Inspector Ross, of Kansas, advocated a sliding scale of fees for state inspection, with that department having the power to change rates according to conditions. A compulsory state inspection law was killed in the Kansas legislature at its last meeting. A similar one probably will be introduced at the next session, Kansas officials asserting that shippers have experienced a change of heart since that time.

Two hundred notables from various sections of the country attended the meeting of the Board of Feed Control at the Live Stock Exchange at Kansas City recently, for the purpose of taking steps to improve the quality of stock feed which is finding its way into Missouri and Kansas. It was decided to present a new law to Congress, asking for a uniform feed standard. "Missouri is the dumping ground for the poor feeds of the nation," asserted Dr. P. F. Trowbridge, agricultural chemist for Missouri. Dr. Trowbridge advocated a law by which all feed would sell at net weight. Dr. Charles K. Francis of Stillwater, Okla., asserted that some cotton seed meal has been purposely adulterated with dirt. Dr. George S. Fraps, analyst of feeds in Texas, presented figures designed to prove that the amount of hulls in cotton seed meal was increasing steadily. Professor O. E. Reed, in charge of the dairy department at Manhattan, Kan., blamed poor feeds for the low average production of butter in

Kansas. "The average Kansas cow produces but 120 pounds of butter annually," said Prof. Reed. "This figure is below the average of the nation by 20 pounds, and below what could be accomplished by the use of high-class feed by 50 per cent." H. G. Cherry of Kansas City, president of the Interstate Feed Dealers' Association, presided at the sessions. Among the visitors, exclusive of those mentioned were T. C. McCrosky, ex-president of the Kansas City Live Stock Exchange; M. E. Singleton, president of the Interstate Cottonseed Crushers' Association; Dr. J. K. Haywood, United States Department of Agriculture; Prof. W. A. Cochel, Manhattan, Kan.; Dr. E. R. Barrow, Memphis, Tenn., and many others.

The folly of attaching too much importance to straw votes was again indicated recently, when the Kansas City Board of Trade, in formal session, voted against leaving its present quarters and occupying the new Lathrop Building at Tenth street and Grand avenue. A straw vote taken previously seemed to prove that the members were in favor of the move by a big majority. The vote against the change was 86 to 61. However, the moving idea will probably crop up again in the near future. The sentiment of the Board of Trade members was not so much against moving as unfavorable to the building selected. It was declared that the facilities of the Lathrop Building were not wide enough, and the change was voted down on this ground. The subject is being held in abeyance temporarily, and there is little prospect of the Board of Trade moving within the next year.

Kansas agriculturists have broken a record in the matter of planting winter wheat, according to reports received by Kansas City grain men. Close to 9,000,000 acres have been sown to winter wheat, the largest area ever planted in Kansas or any other state. Oklahoma farmers also have made an increase, with Nebraska following suit. This means that the three states mentioned will grow close to 40 per cent of the country's winter wheat for 1914. The big wheat crop of the past summer, combined with the near-failure of corn, was responsible for the general popularity of winter wheat.

Stewart Logan of Logan & Bryan, with headquarters in Chicago, is a new member of the Kansas City Board of Trade, being voted a seat by the directors at a recent meeting. The new member takes over the seat of T. J. Brosnahan, who recently withdrew from Logan & Bryan to enter business with a Chicago wheat concern. The new Board of Trade member will make his business office in Kansas City.

Edwin W. Shields of the Simonds-Shields Grain Company, has deserted the Board of Trade, leaving recently for Europe, accompanied by his family. Mr. Shields will be away for six months. The wealthy grain man is a frequent visitor to Europe, this being his third trip across the water. N. J. Simonds will supervise the company's interests in the absence of its president.

CRACKED KERNELS

Thanksgiving time again is here
We celebrate with right good cheer,
And go to church, and shut up shop,
And gorge on turkey till we drop.

The art of living costs us dear.
Thanksgiving time again is here.
Will the Tariff Bill the prices bust,
Or curb the yet unscrambled trust?

We'll give thanks now and later swear
If we can't buy new things to wear.
Thanksgiving time again is here
But lowered prices don't appear.

Beef and pork are high enough,
The same is true of other stuff.
But we're still alive and so 'tis clear
Thanksgiving time again is here.

They Overdid It.

[From the "Bismarck (N. D.) Tribune."]
Glen Ullin, N. D., Oct. 20.—At a meeting of the stockholders of the Curlew Elevator Co. it was voted to increase the capppppppppppp ETAOIN SHRDLU CMF

Did you go to the Dry Farming Congress at Tulsa, Okla.?

Neither did we.

Dr. Jekyl and Mr. Hyde.

T. A. Divlne is vice-president and P. P. Dammann is secretary of the Aunt Patsy Feed Company of Memphis, Tenn.

New Aeroplane Prices, Perhaps.

B. G. M. calls our attention to the following, which has appeared for some time in the *Daily Market Record* (Minneapolis), under the department heading of "Flour, Feed and Hay Market":

The following quotations are in cotton sacks:
He wants to know whether this is for the benefit of those taking "fliers" in the market.

LESSONS IN "SIMP" SPELLING
No. 1.

"Simp" speling is ezy to lern, as you can se by the examples we shal quot frum the *Grain Dealers Journal* which in this manner economizes spac:

'Cud not see how we cud do business."

This, dere reeder, is not a cow discussing dietetics, it is simply a reminder that every time yu se "ou" yu shud swat lt as yu wud the Heaven-sent fly.

"The grain shud be thoroly mxed."

When yu cum acros a "ugh" run like the d—l (which is "simp" for a certin party in bad repete).

"Herewith is reproduced a fotograf."

Luk plesant no matter how it is speld.

"All ass'ns shud have for their object 'Usefulness.'"

Do not shudder unless the assassins really mene biznes.



ILLINOIS

A Chicago firm is building an elevator at Fults, Ill.

J. Buchanan has purchased the Farmers' Elevator at Osman, Ill.

Chapman Bros., of Casner, Ill., have remodeled one of their elevators.

The Farmers' Elevator Company is completing a new house at Stillwell, Ill.

H. F. Bruggeman has installed a new grinder in his elevator near Frankfort, Ill.

Horace Clark & Sons, of Peoria, Ill., have purchased a 10-ton ball-bearing scale.

J. A. McCreery, of Mason City, Ill., has purchased two four-ton scales for his elevators.

The Farmers' Elevator Company, of Anchor, Ill., has declared a dividend of 10 per cent.

It is reported that farmers in the vicinity of Mokense, Ill., will organize a grain company.

Earl Crow has installed improvements in his elevator at Beason, Ill., including a gravity loader.

Frank Scott has sold his elevator at Sidney, Ill., and removed to Urbana, Ill., where he is now a mail carrier.

A 1,500-bushel Avery Automatic Scale has been installed in the elevator of Cuppy & Munson at Kemp, Ill.

A. E. White, former manager of the Zorn Grain Company, Ogden, Ill., has purchased an elevator at East Lynn, Ill.

Risser & Dale are building an addition to their elevator at Crescent City, Ill., in the way of a 10,000-bushel corn crib.

A meeting was held in Rockport, Ill., recently, for the purpose of organizing a farmers' co-operative elevator company.

The Union Iron Works, of Decatur, Ill., have equipped with new machinery the elevator of W. L. Lane at Clinton, Ill.

A motor has been installed in the Farmers' Elevator at Somonauk, Ill., to replace the gasoline engine formerly used.

The new Farmers' Elevator was recently completed at Allen, near San Jose, Ill., and has a capacity of 30,000 bushels.

A five per cent dividend was paid the stockholders of the Farmers' Elevator Company, Leonard, Ill., at a recent meeting.

The old elevator of Roy H. Jones & Co., at Lodge (R. F. D. from Monticello), Ill., will be replaced by a new 25,000-bushel house.

The West Elevator at Thawville, Ill., has been remodeled and enlarged and a gasoline engine and elevator have been installed.

J. J. Stack has purchased the house of the Glenavon Grain Company at Glenavon, Ill., and is now in possession of the property.

The Truby Grain Company's plant at Joliet, Ill., has been sold by Chas. V. Barr, trustee, to J. C. Beattie, who may organize a company.

The Cragin Elevators Company, of Chicago, capitalized at \$50,000, has been incorporated by Elbridge W. Rice, Francis M. Lowes, and John H. O'Neil.

The Farmers' Elevator Company and the Supply Company, of Martinton, Ill., have been merged into one company to be known by the first-named title.

The Farmers' Elevator Company, of Manhattan, Ill., celebrated the completion of its new elevator by entertaining nearly 300 guests at a dinner last month.

The Armour Grain Company, of Chicago, has purchased the 100,000-bushel cargo of wheat that went down in Lake Erie several weeks ago when the steamer "City of London" was wrecked in a collision.

B. E. Toberman & Co. have leased their elevator at Coffeen, Ill., to O. R. Reeves, of Bond County, Ill., and Joe Elmore will continue as buyer. Toberman & Co., will give their time to the implement business.

Owing to the proposed construction of a new C. B. & Q. station at Kewanee, Ill., it will be necessary for Geo. S. Dole to remove his elevator to a new site. At present the house is operated by W. B. Cavanaugh and a new site has not been

located. Mr. Dole may wreck the elevator if a suitable site is not secured.

The Farmers' Elevator Company, of Manteno, Ill., has been incorporated with a capital stock of \$5,000. The incorporators are A. G. Dicus, George H. Farant, and William A. Carroll.

The Lotus Grain and Coal Company has been incorporated at Lotus, Ill., with a capital stock of \$7,000. The incorporators are F. A. Williams, Charles Hinton, and J. E. Smith.

The Jenkins Grain Company, of Jenkins (R. F. D. from Clinton), Ill., has been dissolved by mutual consent. The company's elevator was destroyed by fire about two years ago.

About the first of the year there will be a change in the grain firm of Hess & Garrett at Mokense, Ill., when Mr. Garrett will retire and John Hess, of Lake Village, Ind., will succeed him.

The B. S. Wilson Company has been incorporated at Chicago, with a capital stock of \$50,000, to deal in grain and farm products. The incorporators are Levin A. Rice, John Uhrig, and Victor S. Rice.

C. J. Chronister has opened an office in Rochelle, Ill., for the Armour Grain Company, and H. Downey, auditor for the Neola Elevator Company, will maintain headquarters in the same office.

At the annual meeting of the Middletown Grain and Coal Company, Middletown, Ill., the following officers were re-elected: President, S. R. Kirby; secretary, Ed. Anderson, and manager, A. J. Branna.

The Neola Elevator Company of Mendota, Ill., is building a 100,000-bushel oat storage house as an addition to its present elevator. The Burrell Engineering and Construction Company of Chicago has the contract.

The Farmers' Elevator Company of Manteno, Ill., has awarded a contract to the Burrell Engineering and Construction Company of Chicago for a new 40,000-bushel elevator. It will be equipped with a Fairbanks engine and scales.

The Lahart Mill and Elevator Company, of Chicago, has been incorporated with a capital stock of \$5,000, to deal in grain and all kinds of cereal products. The incorporators are Edward M. McGee, Edward G. McArthur and Joseph Wall.

The annual stockholders' meeting of the Watseka Farmers' Grain Company was held at Watseka, Ill., last month, when a dividend of eight per cent was declared. W. P. Kay and B. F. Taylor, whose terms as directors had expired, were re-elected.

The stockholders of the Farmers' Grain Company, Harvel, Ill., held their annual meeting on October 18, and elected the following officers: Edward Zimmerman, president; A. E. Witt, secretary; J. F. Thunhorst, treasurer, and A. C. Best, director.

The Pekin Farmers' Grain Company, of Pekin, Ill., has been incorporated with a capital stock of \$10,000. The incorporators are John Strickfaden, Wilbert Sommer, S. T. Orr, George Bornehausen and John Alfs. An elevator will be erected at once.

The Cropsey Elevator Company recently held its annual meeting at Cropsey, Ill., when the following officers were elected: President, E. B. Meeker; vice-president, J. T. Cox; secretary, C. H. Pratt; treasurer, Adam Brucker; auditing committee, J. T. Cox, G. H. Bennett, and C. L. Fitzgerald.

A new grain and stock firm, Thompson & McKinnon, have secured offices in the Rookery Building, Chicago. Mr. Thompson of Indianapolis, is the senior member of the firm and will have as partners, R. W. McKinnon, well known in the Northwest and West, and T. J. Brosnahan.

The stockholders of the Mattoon Farmers' Grain Company met at Mattoon, Ill., on October 18, to vote on a proposition concerning the dissolution of the corporation, but the resolution to dissolve failed. The company's elevator was burned about a year ago and the house has not been rebuilt. Part of the stockholders are interested in the building of a new elevator.

The stockholders of the Farmers' Elevator Company held a meeting at Arcola, Ill., last month and declared a dividend of seven per cent. The following officers were re-elected: John I. Hall, president; Joseph Coombs, vice-president; Fred Munson, secretary and manager. A feature of the meeting was a dinner for which 175 invitations had been issued.

Following the dinner, Prof. Leonard Hagnauer, of the University of Illinois, delivered an address.

The Bryce Farmers' Grain Company, of Bryce (R. F. D. from Milford) Ill., held its eighth annual meeting last month, when the following officers were elected: President, Gottlieb Hurling; vice-president, W. F. Luecke; treasurer, H. J. Salmon; directors, John Rush and Henry J. Salmon.

Conley, Quigley & Co., have organized at Decatur, Ill., and will engage in the grain business at Lincoln, Clinton and Decatur, Ill. The members of the company are W. H. Conley, of Lincoln, who holds a membership in the Chicago Board of Trade and will have charge of the Lincoln office; Carl Quigley, of Decatur, and Bert Muthersbaugh, of Decatur, formerly corn buyer for the A. E. Staley Manufacturing Company.

IOWA

H. P. Wilke is building an elevator at Wilke, Iowa.

John Alderson has erected a new corn elevator at Seney, Iowa.

Reynolds & Rude are completing an elevator at Ellsworth, Iowa.

McElveen & Eikenberry are building an elevator at Chariton, Iowa.

Albert Tharmond will erect an elevator at Liberty Center, Iowa.

Reynolds & Rude have completed a new elevator at Epworth, Iowa.

Newton & Lukins have succeeded M. Gladstone & Newton at Burdette, Iowa.

Foley Bros. have purchased the elevator of Bruggman Bros. at Nichols, Iowa.

The S. E. Squires Grain Company has repaired its elevator at Rippey, Iowa.

Farmers in the vicinity of Pella, Iowa, are considering the erection of an elevator.

The Updike Grain Company has installed a corn sheller in its elevator at Rolfe, Iowa.

A. W. Randall has awarded a contract for the erection of an elevator at Conrad, Iowa.

The Western Elevator at Peterson, Iowa, has been taken over by Roy Whitney, of Aurelia, Iowa.

Hedges & Son have taken over the business of the Western Elevator Company at Mt. Vernon, Iowa.

Wright & McWhinney, of Des Moines, Iowa, contemplate building an elevator at Martensdale, Iowa.

An elevator will be erected at Ackley, Iowa, on the site formerly occupied by Ben Held's elevator.

The Wheeler Elevator at Macedonia, Iowa, has been purchased by the Pocahontas Grain Company.

The Hunting Grain Company will build a new elevator at Akron, Iowa, on the site of the house recently burned.

L. J. Mighell has leased the elevator at Sherwood, Iowa, and his son, Halbert Mighell, will have charge of the management.

The A. D. Hays Elevator Company, of New London, Iowa, has been purchased by the I. J. Todd Mill and Elevator Company.

The Shell Rock Grain and Milling Company has installed a Monarch Ball Bearing Attrition Mill in its house at Shell Rock, Iowa.

The Brandon Co-operative Exchange, recently organized at Brandon, Iowa, has awarded a contract for the erection of an elevator.

James Gilchrist has purchased the elevator of Chas. Schreckengost at Keosauqua, Iowa, and the house will be used for coal storage.

Burglars, presumably amateurs, entered W. C. Addleman's elevator at West Liberty, Iowa, on October 8, but secured little of value.

The Reliance Elevator Company has sold its house at Ogden, Iowa, to John Jensen & Co., who will retain Martin Eugleen as buyer.

The firm of Burnside & Leake, grain dealers, at Audubon, Iowa, has dissolved partnership, W. Burnside retiring owing to poor health. Mr. Leake will continue the business.

The Quaker Oats Company recently completed its new elevator at State Center, Iowa, and Geo. E. Mead has been installed as manager. The building is 32x40 feet on the ground and 64 feet

high. It has 12 bins with a capacity of 40,000 bushels and cost approximately \$10,000. The building is covered with sheet steel.

The McColl Lumber Company has razed its old elevator at Perry, Iowa, and a new house is under way to be complete by January 1, if possible.

The Brown Elevator Company, of Little Rock, Iowa, has awarded a contract for the erection of a storage tank with a capacity of 10,000 bushels.

Robbers blew open the safe in the office of the Neola Elevator Company at Perry, Iowa, recently, securing cash and checks to the amount of \$350.68.

The O. A. Talbott Company of Keokuk, Iowa, is making arrangements to erect five elevators at Chicago, Burlington & Quincy stations in Iowa during the coming spring and summer.

The Koons & Walker Grain Company of Batavia, Iowa, has placed its contract with the Burrell Engineering and Construction Company of Chicago for a 15,000-bushel elevator of crib construction.

Guy Conaway and sister, Mrs. Edith Austin, who recently disposed of their elevator at Blairsburg, Iowa, have purchased an elevator at Ackley, Iowa, and Mr. Conaway has removed to the latter place.

P. J. Barry and A. E. Howard have purchased two elevators and coal sheds at Sac City, Iowa, owned by the Western Elevator Company, of Auburn, Iowa, and will operate under the firm name of Barry & Howard.

The Northwestern Consolidated Milling Company of Minneapolis, Minn., has contracted with the Burrell Engineering and Construction Company of Chicago for a one-story brick warehouse to be built at Des Moines, Iowa.

Joe Murray of Bancroft, Iowa, is remodeling his elevator and adding a line of Western Machinery furnished by the Union Iron Works, Decatur, Ill. The Burrell Engineering and Construction Company of Chicago has the contract.

The New London Farmers' Elevator Company, of New London, Iowa, held its annual meeting last month, when the date of the yearly assembly was changed from October until the middle of January. The following officers were elected for the ensuing year: E. L. Russell, president; Frank Ritchey, vice-president; J. A. Randall, secretary, and E. F. McKee, treasurer.

SOUTHERN AND SOUTHWESTERN

Mars Brothers have built a grain house at Philadelphia, Miss.

J. J. Powell has discontinued his grain business at Corsicana, Texas.

Stalnaker Bros., grain and feed dealers, will erect a warehouse at Gary, Fla.

The Knox County Elevator Company, of Munday, Texas, has filed proof of final payment.

The Enid Mill and Elevator Company is building a warehouse and office at Jefferson, Okla.

The Peeler Grain and Provision Company has practically completed a new building at Salisbury, N. C.

The Pond Creek Mill and Elevator Company, of Pond Creek, Okla., recently opened its new elevator.

W. H. Killingsworth & Co., are now engaged in the grain, hay and feed business at San Antonio, Texas.

G. H. Henry has sold his interest in the Dalton & Henry Grain Company, Stigler, Okla., to B. F. Dalton.

The Bewley Flouring Mills, of Fort Worth, Texas, have awarded a contract for the erection of an elevator.

A movement has been started by business men of Anniston, Ala., looking to the construction of an elevator.

An elevator is under course of construction at Berkley, near Bardwell, Ky., for Tennessee business men.

The Yukon Mill and Grain Company, of Yukon, Okla., has leased the elevator of the Canadian Mill and Elevator Company.

W. M. Halfhill recently purchased the elevator of the Arkansas City Milling Company at Helena, Okla., from C. E. Davis.

D. E. Cocreham has purchased the grain house of Ruble Neeley, at San Angelo, Texas, and the building will be removed.

A new engine, sheller, cleaner and feed mill have been installed in the elevator of the Billings Grain Company at Billings, Okla.

An elevator having a capacity of 250,000 bushels is under course of construction at Chattanooga, Tenn., for the Mountain City Mills.

New equipment will be installed in S. T. Merritt's elevator at Dill City, Okla., including a man-lift, pump, gas engine and feed mill.

Henry Cooper and Frank Wiseman, of Rineyville, Ky., have purchased a half interest in the Cecilian Flour Mills at Cecilian, Ky., from M. A.

Cooper, and the company will build an elevator in connection with the plant.

Smiley & Rasp, who recently purchased the Farmers' Elevator at El Reno, Okla., have remodeled the house and a new mill has been erected.

The Steele Elevator at Nashville, Tenn., formerly operated by the Bell Duff Grain Company, will be sold under a foreclosure of a mortgage.

Arrangements have been made for the erection of a mill and elevator at Bishop, Texas. The plant will have a storage capacity of 20,000 bushels.

An extension has been built to the brick building of the E. A. Smith Grain Company at Statesboro, Ga., which nearly doubles the capacity of the house.

The Hardman-King Company, of Oklahoma City, Okla., has installed a sheller, cleaner and new dump in its elevator, the capacity of which will be increased.

D. J. Rutledge, formerly employed by the Oklahoma Export Company, of Oklahoma City, Okla., has engaged in the grain and hay brokerage business at that place.

The Pineville Feed and Grain Company, of Pineville, Ky., has been purchased by H. S. Bowling and Leslie N. Weller, who will continue the business without change of name.

The Clarendon Grain Company has been incorporated at Clarendon, Texas, with a capital stock of \$10,000. The incorporators are C. W. Bennett, John L. Simms and A. P. Cole.

The elevator at Nashville, Tenn., formerly operated by the Kendrick-Roan Grain Company, has been taken over by H. H. Hughes of the Hughes Warehouse and Elevator Company.

Major J. B. Horton, of the J. B. Horton Company, whose elevator at Memphis, Tenn., was destroyed by fire on October 17, has stated that he expects to rebuild as soon as possible on the same site.

The Thomasson-Morrison Grain Company, of Chattanooga, Tenn., has been incorporated with a capital stock of \$25,000. The incorporators are J. T. Thomasson, D. M. Thomasson, L. L. Peak, M. L. Morrison, and Mark E. Morrison.

The Stamford Mill and Elevator Company, of Stamford, Texas, is rebuilding its milo maize and Kaffir corn elevator, which was burned several weeks ago. The plant is being constructed on a larger scale than before and an effort is being made to have it in readiness to handle at least a part of this year's crop.

The Laws & Clark Grain Company, of Texarkana, Ark., has filed a certificate with the secretary of state, showing that the name of the corporation has been changed to that of the Clark-Lynn Grain Company. The company has a capital stock of \$20,000 and the incorporators are George W. Sparks, H. E. Meddick, W. B. Frith and V. A. Burk.

THE DAKOTAS

S. M. Brann will erect an elevator at Springfield, S. D.

Charles McKeachie has purchased an elevator at Yankton, S. D.

A new elevator is under course of construction at Jamestown, N. D.

The Northland Elevator Company is building an elevator at Westby, N. D.

Otto Aubol, of Rugby, N. D., has taken over the elevator at Berwick, N. D.

William Rawson will build an elevator at Rawson, McKenzie County, N. D.

Clark & Richardson have leased the L. G. Richards Elevator at Britton, S. D.

J. M. Erling & Son recently purchased the J. J. Mullaney Elevator at Wentworth, S. D.

It is stated that C. W. Gugtil and Peter Miller will build an elevator at Westby, N. D.

Rounseville & Doty have installed a new cleaner in their new elevator at Spiritwood, N. D.

Leonard Samuelson, of Dalesburg, near Centerville, S. D., has purchased a new elevator.

An elevator is in process of construction at Ambrose, N. D., for the Northland Elevator Company.

The Occident Elevator at Eckman, N. D., has been wrecked and will be removed to some western point.

The Farmers' Elevator Company, of Chester, S. D., will either buy or build an elevator, it is said.

An old elevator at Sioux Falls, S. D., built about the time the first railroad entered the city, has been wrecked.

The elevator of the Dickinson Roller Milling Company at Belfield, N. D., was opened for business last month.

The elevator of the Crown Elevator Company at Selby, S. D., has been taken over by the Farmers' Equity Union.

A charter has been granted to the Farmers' Grain and Fuel Company, of Eddy, S. D. The incorporators are John H. Benit, Henry Schrum, and Charles Tisch, of Lidgerwood, N. D.; Peter Moe and Edward

Twitro, of Sisseton, S. D., and Sam H. Satre and J. V. Holland, of Eddy. The capital stock is \$15,000.

The Farmers' Elevator at Eldridge, N. D., has been reopened after a period of idleness, with J. D. Ogilvie installed as buyer.

The Farmers' Elevator Company, of Tripp, S. D., has taken over the Carlon Elevator at that point, the consideration being \$4,500.

It is stated that five elevators will be erected at Arnegard, N. D. The Great Northern Railroad is building a line through the town.

F. L. Wheeler has wrecked the old Shanard Elevator at Scotland, S. D., and will erect a house at Plumb, a new station south of Scotland.

The Hokanson Elevator Company and the Osborne-McMillan Company have completed elevators at Rosholt, near White Rock, S. D.

An old elevator on the Mellette farm, near Watertown, S. D., owned by the state, will be razed and a new elevator will be erected on the site.

The Farmers' Elevator Company has been incorporated at Progress, N. D., by Geo. E. Hanchett, Frank Chapek, W. N. Goodlaxen and others.

Johnson & Olson have purchased the interest of E. C. Lecy in the elevator at Granville, N. D., operated by the Granville Mercantile Company.

W. M. Holton, former manager for the Osborne McMillan Elevator Company at Courtenay, N. D., has purchased the company's elevator at that place.

T. O. Raney, of Humboldt, S. D., has hold his elevator to Joseph Betts, of Mitchell, S. D., and De Witt Smith has been appointed buyer for the house.

Robert Clendenning, of Wimbledon, N. D., and a Mr. Anderson, of Courtenay, N. D., will engage in the grain business at Clementsville, near Spiritwood, N. D.

A new 32,000-bushel elevator has been completed at Clementsville, a new North Dakota town located about seven miles from Spiritwood on the Midland Continental Railroad.

The Lake Region Grain and Securities Company, capitalized at \$50,000, has been incorporated at Devils Lake, N. D., by Ole Serumgard, John W. Maher, and T. J. Shelver.

The Farmers' Grain and Fuel Company, of Pierre, S. D., has been chartered to run on a co-operative basis, with John H. Bendt, Henry Schrum and Peter Moe as incorporators.

The new elevators of the Hokanson Elevator Company and the Osborn-McMillan Elevator Company at Holt (R. F. D. from White Rock), S. D., will soon be ready for business.

The Farmers' Co-operative Elevator Company, of Kulm, N. D., has been incorporated with a capital stock of \$20,000. The incorporators are John Ogren, John A. Stolt, and Joseph Hollan.

The Farmers' Elevator at Bonesteel, S. D., which has been operated under the name of the Farmers' Co-operative Association, has been taken over by S. W. Williams and A. L. Corbett.

The Farmers' Elevator Company has been incorporated at Ray, N. D., with a capital stock of \$10,000. The incorporators are A. H. Maides, Marian Bertha Maides, and Van R. Brown.

The Farmers' Elevator Company has practically completed its new house at Yale, S. D., and the equipment will include automatic scales, cleaner, etc. F. A. Trumm will be manager.

The Cullen Elevator Company, of Leeds, N. D., has been incorporated with a capital stock of \$25,000. The incorporators are Myron J. Cullen and Paul H. Cullen, of Leeds, and C. W. Cullen, of Saco, Mont.

The Missouri River Grain Company, of Hensler, N. D., has been incorporated with a capital stock of \$10,000. The incorporators are W. E. Hoopes, M. Grace Hoopes, and George H. Stillman, of Carrington, N. D.

A charter has been granted to the Andrus Farm and Elevator Company, of Glover, N. D. The capital stock is \$15,000 and the incorporators are C. B. Andrus and M. R. Andrus, of Glover, and Frank Elliott, of Oakes, N. D.

The Victor Elevator Company, of Victor, S. D. (a new town on the Veblen and Fairmount Railroad), capitalized at \$10,000, has filed articles of incorporation. The organizers are Anton H. Dahl, Hans E. Lien, and William Klahn.

The Knife River Lumber and Grain Company and the Powers Elevator Company have each been granted a site at Hazen, N. D., upon which they are building elevators. It is reported that the Occident Elevator Company may also build at the same place.

At a recent meeting of the stockholders of the Curlew Elevator and Lumber Company, at Glen Ullin, N. D., it was decided to increase the capital stock of the company from \$50,000 to \$75,000. This action was taken for the purpose of building additional warehouses and lumber yards in several towns on the Northern Pacific Railroad. A substantial dividend was declared and \$15,000 was placed in

the surplus fund. P. B. Wickham is president of the company, while Charles Waecher is secretary and general manager.

The Millarton Elevator Company has been incorporated at Millarton (R. F. D. from Montpelier), N. D., with a capital stock of \$10,000. The incorporators are W. H. Long, of Millarton; W. C. Sanborn, of Medberry, and William T. Martin, of Edgeley, N. D.

MINNESOTA AND WISCONSIN.

The elevator at Arlington, Minn., has been closed.

The A. G. Wells Company has opened an elevator at Askeaton, Wis.

A new elevator has been erected at Foster (R. F. D. from Mellen), Wis.

An elevator and feed mill are in process of construction at Palmyra, Wis.

The Starks Elevator at Clintonville, Wis., is now open and ready for business.

Bynes Bros. have purchased the elevator of Reinke Bros. at Iona, Minn.

Person & Lee have installed a cleaner in their elevator at Montevideo, Minn.

The Lorens Elevator at Center City, Minn., has been purchased by A. L. Johnson.

The C. S. Christensen Company is now operating its new elevator at Madelia, Minn.

A. Franke, of St. Cloud, Minn., has purchased the Erwin Elevator at Ward Springs, Minn.

C. F. Miller has taken over the house of the Cargill Elevator Company at Long Prairie, Minn.

T. W. McQuigan has purchased the house of the Western Elevator Company at Millville, Minn.

The Farmers' & Merchants' Elevator Company has discontinued business at Litchfield, Minn.

R. Emerson has sold his elevator at Skyberg, Minn., to M. B. McLaughlin, of Austin, Minn.

The Farmers' Independent Elevator Company, of Elbow Lake, Minn., will install new dump scales.

The Knauf & Tesch Company, of Chilton, Wis., has leased the warehouse and elevator at Dundas, Wis.

The old Thompson Elevator at Hastings, Minn., has been torn down and will be removed at Akron, Iowa.

The Mahnomen Elevator Company, of Mahnomen, Minn., will install a feed mill, a cleaner and a larger engine.

A new 100-ton track scale has been installed in the Donahue-Stratton Company's Elevator "A" at Milwaukee, Wis.

A 40-horsepower gas engine has been installed in the new engine house of the Lodi Grain Company at Lodi, Wis.

The Western Elevator Company has purchased a site at Winona, Minn., on which a 7,000-ton ice house will be erected.

The elevator of the New Richmond Roller Mills Company at New Auburn, Wis., has been taken over by Engebretson Bros.

P. H. Donovan and B. N. Anderson have purchased from George Hurd the Harris Elevator at Hartland, Minn., for \$3,300.

Atwood Bros. & White, grain dealers and millers at Alexandria, Minn., have been succeeded by the Alexandria Milling Company.

The Cargill Elevator Company and the Hunting Elevator Company have installed dump scales in their elevators at Le Roy, Minn.

Theo. Maas & Co. have sold a half interest in their business at Mazeppa, Minn., to the R. E. Jones Company, of Wabasha, Minn.

C. A. Malmquist & Co. have succeeded the Security Elevator Company at Winthrop, Minn., and Carl Hagg has been retained as buyer.

The North Fond du Lac Commercial Club, of North Fond du Lac, Wis., will consider the practicability of erecting an elevator at that place.

The Donahue-Stratton Company, grain, flour and feed commissioners of Milwaukee, Wis., have been granted a permit to erect a \$10,000 grain dryer.

The Federated Farmers' Warehouse Company has taken over K. Schreier's elevator property at Plymouth, Wis., and a new warehouse will be erected.

B. J. Aston, of Milwaukee, Wis., formerly with the E. G. Haddon Company, will engage in the grain and provision commission business on his own account.

The officers of the Great Northern Railway have decided to erect their new elevator, which has been under contemplation for some time, on a site adjoining their present grain handling plant south of Elevator "S." at Superior, Wis. This location was formerly occupied by Elevator "A," which was destroyed in the bayfront fire in the fall of 1907. According to the modified plans of the Great Northern, the new elevator will not be as large as was at first planned, the original designs having called for an

elevator of 8,000,000 bushels' capacity. The plans now under consideration call for a house of approximately half that capacity.

The Farmers' Elevator Company, of Holloway, Minn., has built a corn crib, 10x60 feet in size, and the Northwestern Elevator Company is also building a similar structure at the same place.

Jameson, Henever & Griggs, grain dealers at St. Paul, Minn., have secured a permit to build a one-story, iron-clad warehouse, 110x151 feet on the ground, the structure to cost about \$20,000.

At Bellingham, Minn., the Northwestern Elevator Company has installed a new engine in its house, the Farmers' Elevator Company has built two new bins, and the Inter-State Grain Company has installed a manlift.

The West Elevator Company has succeeded the Duluth Elevator Company at Johnson, Minn., and the following officers have been elected: C. N. Evans, president; J. M. Gcheren, vice-president, and Wm. Rixe, Jr., manager.

The directors of the Erskine Elevator Company, Erskine, Minn., recently met and elected the following officers for the ensuing year: President, H. T. Gilbertson; vice-president, R. B. Ness; secretary, C. P. Hole, and treasurer, A. F. Cronquist.

OHIO, INDIANA AND MICHIGAN

It is reported that two elevators will be erected at Snover, Mich.

Arthur J. Thompson recently opened his elevator at Charlotte, Mich.

F. L. Kent has engaged in the grain and produce business at Tustin, Mich.

Frank Felger recently sold his elevator at Big Springs, Ohio, to Johnson & Titter.

The old grain elevator at Perry, Mich., owned by W. O. Calkins, has been torn down.

C. H. Wells & Co., have sold their elevator at Amble, Mich., to Chapple & Skeoch.

U. G. Barnes has entered the grain business at Albright (R. F. D. from Plainville), Ind.

The Otterbein Grain Company's elevator at Otterbein, Ohio, has been taken over by Starz & Stembel.

A new bean elevator has been completed at Perry, Mich., to replace the one recently destroyed by fire.

Weyman Heath is building an addition to his elevator at Auburn, Mich., to be used for an office.

Babcock & Hopkins, of Rensselaer, Ind., have installed a 150-horsepower boiler in their elevator.

C. W. Church has sold his interest in the elevator of Morgan & Church, Lyons, Ind., to John T. Morgan.

Miller & Fike have sold their elevator at Lykens, Ohio, to L. D. Spitler, who will take possession in March.

The H. Starks Company has been incorporated at Perry, Mich., with a capital stock of \$20,000, to deal in grain.

N. L. Layer, of Wyatt, Ind., grain dealer, expects to take his son, Harry, into partnership the first of the year.

The Lake Odessa Farmers' Elevator Company has been incorporated at Lake Odessa, Mich., with a capital stock of \$5,000.

It is said that the Studabaker Grain and Seed Company, of Bluffton, Ind., plans to remodel some of its elevators next year.

The Bowers-Niblick Grain Company, of Decatur, Ind., has filed an amendment increasing its capital stock from \$10,000 to \$15,000.

John Harris, of Montpelier, Ohio, has sold the Fiat Elevator, Fiat, Ohio, to John Dean and the new owner will take possession at once.

The Logansport Land and Improvement Company, of Logansport, Ind., may raze the old elevator at that place and build a new one.

Robbers blew open the safe in the Wolf & Jones Elevator at Vickery, Ohio, and made away with a strong box containing valuable papers.

J. B. Blue and M. E. Bond, of Winamac, Ind., have purchased the Engel Elevator at Monterey, Ind. Mr. Engel had operated the house for 12 years.

Kellogg & Buck have overhauled and increased the capacity of their elevator and mill at Morenci, Mich., and new equipment has been installed.

Van M. Morgan, who recently purchased S. A. Muff's elevator at New Carlisle, Ohio, held a grain and produce contest in his implement building on October 29.

F. E. Haller, of the Montpelier Mill and Grain Company, has taken over the Keystone Elevator at Hartford City, Ind., from B. M. Light & Bros., of Greenville, Ohio.

F. J. Wood & Sons have finished the construction of their new ironclad elevator at London, Ohio, and the house has a capacity of 25,000 bushels. The equipment includes a Smith Sheller and cleaner, a dump with roller bearings, a Clipper

Cleaner, a Foos Gas Engine, a Richardson Automatic Scale and a Fairbanks Wagon Scale.

The Pleasant Bend Grain Company, of Pleasant Bend, Ohio, has installed new equipment, including a Sprout-Waldron Feed Grinder, a Clipper Seed Cleaner and a Sidney Sheller.

The Bad Axe Grain Company, of Bad Axe, Mich., is erecting new buildings at Atwater, Mich., a new town on the Grand Trunk Railroad. They will be used for lumber, hay and coal.

John F. Parr has remodeled his elevator at St. Johns, Mich., which has been removed about 150 feet from the former site. New motors have been installed, also two Invincible Cleaners, new belting and other equipment.

A grain and hay warehouse, 150x28 feet on the ground, has been completed at Brimley, Mich. A. J. Clark, cashier of the State Bank of Brimley, in co-operation with the farmers of that community, was instrumental in the work.

The Gerald Grain and Stock Company, of Gerald (R. F. D. from Napoleon), Ohio, has been incorporated with a capital stock of \$10,000. The incorporators are William Gerken, Deitrich Hogrefe, John Norden, J. H. Gerken and Henry C. Badenhop.

The John S. Metcalf Company, of Chicago, recently completed a \$35,000 contract for the Lawrenceburg Roller Mill Company, of Lawrenceburg, Ind., which included the building of 10 new concrete storage tanks of about 30,000 bushels' capacity each, and the placing of concrete bottoms in 16 of the company's old tanks, bringing them above high water mark. The firm now has storage capacity for 600,000 bushels of wheat.

The Henry County Grain Company, of Deshler, Ohio, is remodeling its house and the Burrell Engineering and Construction Company, of Chicago, has charge of the construction work. The improvements include an addition to the elevator which will be used for a feed room and the installation of a new corn sheller and a Monarch Feed Mill, together with new transformers and a 20-horsepower General Electric motor. The improvements represent an expenditure of about \$1,500.

WESTERN

The Rocky Mountain Elevator Company is building an elevator at Hingham, Mont.

The Western Grain and Elevator Company will erect an elevator at Forest Grove, Mont.

An elevator will be erected at Townsend, Mont., by the Broadwater County Elevator Company.

The Farmers' Union Warehouse Company has completed a new elevator at Cottonwood, Idaho.

It is reported that the Western Lumber and Elevator Company will erect an elevator at Denton, Mont.

The Standard Grain Company, of Basin, Wyo., has closed its elevator at Greybull, Wyo., for the present.

The Valley Grain Company recently built an elevator at Wilsall, Mont., and Schulte & Dall are the managers.

The new Imperial Elevator at Great Falls, Mont., has been completed and Richard Holmes has been placed in charge.

The Farmers' Union, of Albion, Wash., will build an elevator. The union, capitalized at \$15,000, was formed for this purpose.

C. C. Powers, of Denton, Mont., has announced that his company will build elevators at Nounsack and Coffee Creek, Mont.

The directors of the Farmers' Elevator Company, of Townsend, Mont., have leased their elevator to the Inter-Mountain Milling Company.

It is stated that the Farmers' Union Warehouse and Elevator Company, of Midvale, Idaho, may build an addition to its warehouse for the storage of grain.

The Farmers' Elevator Company is completing its elevator at Chouteau, Mont. Another house is also under construction at that place for a Minnesota company.

It is said that L. D. Wait, of Wait & Dana, a grain commission firm of Armour, S. D., is planning to build a line of elevators in the vicinity of Judith Gap, Mont.

Articles of incorporation have been filed by the Fairview Co-operative Company, of Fairview, Mont. The incorporators are Charles J. Hardy, A. D. Morrill, and B. T. Grow.

The F. H. Martin Grain and Milling Company has completed a new brick warehouse at Cheney, Wash., to replace the building destroyed by fire last year. It is 80x100 feet on the ground and was erected at a cost of \$8,000.

The Deer Lodge Elevator Company recently completed its new 35,000-bushel elevator at Deer Lodge, Mont. It is equipped with the most modern machinery, including a grain cleaner and feed mill. Electric motors will be used for power, and W. J.

March, formerly of Glendive, Mont., has been secured to manage the elevator.

The Randall, Gee & Mitchell Company, a grain firm of Duluth, Minn., has decided to enter the Montana field, and has appointed Augustus Vaux of Sydney, state agent.

The Beaverhead Elevator Company, of Dillon, Mont., has elected the following officers: A. L. Stone, president; I. F. Hunsaker, vice-president, and C. R. Schain, secretary-treasurer and manager.

A new 50,000-bushel elevator was recently completed at Missoula, Mont., for the Missoula Mercantile Company, by T. E. Ibberson, of Minneapolis, Minn. The house represents a cost of about \$18,000.

G. F. Spady will erect a 20,000-bushel elevator in connection with a new flour mill at Stanford, Mont. The plant will be installed at a cost of \$10,000 and electric power will be used for operation.

J. F. Wallon, of Minneapolis, Minn., secretary of the Columbus Elevator Company, has announced that the company's house at Westmore, Mont., will be torn down and that an elevator of larger capacity will be erected next summer.

The Bjorneby Bros. Milling Company has completed a new 35,000-bushel elevator at Kalispell, Mont. The house is of cribbed construction and the equipment includes a dump scale and a double stand of 10x30 rolls for feed. It is operated by electricity.

The Farmers' Grain and Produce Company has been organized at Idaho Falls, Idaho, to take over the interest of the Farmers' Co-operative Association. The company is capitalized at \$25,000 and has awarded a contract for the building of an addition to its elevator. The company purchased the old elevator of the Farmers' Co-operative Association, which has been overhauled and repaired. H. H. Payne, of Pocatello, will be manager of the new company.

Extensive dock and warehouse improvements have been completed at Portland, Ore., for the California and Oregon Grain and Elevator Company. Dock grain bins have been constructed and a grain warehouse, 295x40 feet in size, has been erected. The receiving bins recently completed number 28 and have a capacity of 65,000 bushels, the elevator has a capacity of 300,000 bushels, and the warehouse with its completed improvements will hold 450,000 bushels.

CANADIAN

Watson & Co. have established a grain business at Camrose, Alta.

S. Y. Hoppin has started a grain and coal business at D'Arcy, Sask.

The Canadian Northwest Grain Company has been incorporated at Saskatoon, Sask.

The Farmers' Elevator Company has completed its new house at Lethbridge, Alta.

A contract has been awarded for the building of a steel elevator at Fort Weller, Ont.

The Ciceter Estate Elevator Company, Ltd., has been incorporated at Saskatoon, Sask.

The Commercial Wheat Growers have purchased R. B. McLean's elevator at Kindersley, Sask.

The Grain Growers' Grain Company, Ltd., has erected a flour and feed depot at Shoal Lake, Man.

The Farmers' Elevator at Melita, Man., has been taken over by the Grain Growers' Grain Company, Ltd.

A 30,000-bushel elevator will be erected at Kenville, Man., by the Grain Growers' Grain Company, Ltd.

It is stated that plans are being prepared for the erection of a large terminal elevator at Pitt River, B. C.

A new 35,000-bushel elevator was recently opened at Vulcan, Ala., under the management of E. J. Charters.

The new McLean Elevator at Edam, Sask., is nearly complete, and the Saskatchewan Co-operative Elevator Company is building a grain house at that place.

James Richardson & Son, Ltd., of Kingston and Winnipeg, Man., on October 28 leased elevators "A" and "C" of the Canadian Pacific Railroad at Fort William, Ont.

The Alberta Farmers' Co-operative Elevators Company has completed a 54,000-bushel elevator at Claresholm, and the building is 39x40 feet on the ground and more than 50 feet high.

The Eastern Terminal Elevator Company, Ltd., has been incorporated at Winnipeg, Man., with a capital stock of \$250,000. The directors are J. A. Richardson, A. C. Ruttan, Henry Gauer, F. G. Davis and D. J. McGillivray.

Work has commenced on the elevator in connection with the new plant of the Northland Milling Company at Factoria, near Saskatoon, Sask. It will have a capacity of 60,000 bushels and will be 90 feet

high. It will be equipped with a cleaning plant and will cost approximately \$18,000.

A flour and feed business has been established at Solsgirth, Man., by the Grain Growers' Grain Company, Ltd.

The government elevators at Saskatoon and Moose Jaw, Sask., will not be equipped with Ellis Driers, as was previously mentioned, but the Strong-Scott Manufacturing Company, of Minneapolis, Minn., has the contract to install Morris Grain Driers.

MISSOURI, KANSAS AND NEBRASKA

A farmers' elevator will be erected at Dixon, Neb., this fall.

It is stated that A. L. Johnson will erect an elevator at Crete, Neb.

R. W. Connors has sold his elevator at Soldier, Kan., to T. B. West.

The Aurora Elevator Company, of Aurora, Neb., will erect a flour mill.

C. J. Haines & Co. have built an addition to their elevator at Augusta, Kan.

The Atlas Elevator at Jackson, Neb., has been bought by a Mr. McQuillin.

Jas. G. Creech will engage in the grain and hay business at David City, Neb.

The Farmers' Elevator Company is building a new house at Strausville, Neb.

An elevator company is being organized at Wahoo, Neb., by the farmers in that vicinity.

A new grain, hay and feed business has been opened at Edgar, Neb., by Clack, Ivins & Co.

T. E. McFarland, of Miltonvale, Kan., has been succeeded by the Miltonvale Grain Company.

The elevator at Galva, Kan., owned by Colburn Bros., of McPherson, Kan., has been enlarged.

The Farmers' Union, of Formosa, Kan., will erect a 25,000-bushel elevator for next year's business.

The grain business of Sherrick & Co., at Center-view, Mo., has been purchased by J. R. Bozarth.

The Dowling Elevator at Clay Center, Kan., has been leased by D. P. Danielson of Morganville, Kan.

The Osage City Grain and Elevator Company, of Osage, Kan., has opened its new 15,000-bushel house.

The Farmers' Elevator Company has been incorporated at Sholes, Neb., and an elevator may be erected.

H. C. McNitt and E. McGregor have formed a partnership at Washington, Kan., to deal in grain and feed.

C. A. Ainsworth's elevator at Courtland, Kan., was recently sold at auction to S. F. Miller, of Fairbury, Kan.

C. E. Kern, formerly with the Burke Grain Company at St. Joseph, Mo., has opened a brokerage office in Omaha.

A charter has been granted to the Clarkson Milling and Grain Company, of Clarkson, Neb., capitalized at \$20,000.

The office of the Pacific Elevator Company at Argonia, Kan., destroyed by fire several months ago, will be reconstructed.

It is reported that the Hutchinson Terminal Elevator Company will build a flour mill near its new elevator at Hutchinson, Kan.

The Clyde Milling Company, of Clyde, Kan., has begun work on its new 100,000-bushel elevator. It will be of fireproof construction.

A 12,000-bushel elevator will be erected at Hanum Station, Kan., by W. E. Grimm and D. Ramsey. Work will begin this month.

The elevator at Colby, Kan., formerly operated by the Farmers' Elevator and Coal Company, has been purchased by W. S. Ferguson.

Geo. Stevenson and C. C. Andrews have formed a company at Kansas City, Mo., to operate as the Stevenson-Andrews Grain Company.

H. F. Cunningham has sold his elevator at Bloomfield, Neb., to the Samson-Swanson Company, but he will continue to manage the business.

R. J. House has sold his business at Kansas City, Mo., including the Dixie Mill and Elevator, to C. M. Woodward, of the Western Grain Company.

The Brenham Equity Exchange of Brenham (R. F. D. from Greensburg), Kan., has changed the style of its firm name to the Brenham Mercantile Company.

Geo. B. Harper, grain, coal and feed dealer at Silver Lake, Kan., will build an addition to his warehouse, 30x50 feet in size, to be used for flour and feed.

The Manchester Mill and Elevator Company has been incorporated at Manchester, Kan., with a capital stock of \$15,000. The incorporators are W. E. McAndrew, E. E. Wilson, E. A. Morehouse,

Patrick Hughes, H. B. McCune, Joseph Boos, J. E. Mustard, F. Neaderniser and W. T. Lowry.

The elevator at Florence, Kan., has been purchased by W. F. Aves, who has razed the building.

A company of business men of Manhattan, Kan., has been negotiating with the citizens of Manchester, Kan., and a mill and elevator may be erected at the latter place.

A 20,000-bushel elevator will be erected at Emporia, Kan., by the Atchison, Topeka & Santa Fe Railroad. The company has large sheep feeding yards at this point.

J. H. Liggett has taken over the elevator of the P. D. Blake Grain Company at Stanberry, Mo., and will operate under the firm name of the J. H. Liggett Grain Company.

F. W. Kiplinger has sold his interest in the McConaughy Grain Company at Holdrege, Neb., to L. W. Bodman, and the firm will operate as the Bodman-McConaughy Company.

The Bartling Elevator Company, whose house at Nebraska City, Neb., was recently destroyed by fire, is building a new elevator with a capacity double that of the former one.

A charter has been granted to the Farmers' Grain and Mercantile Company, of Gorham, Kan. The incorporators are F. C. Ball, W. E. Benso, R. P. Mills, John Small, and E. P. Lamoree.

Donald Moffatt, of the Moffatt Commission Company, Kansas City, Mo., has retired from the grain business and will make his home on an irrigated farm near Fort Stockton, Texas, recently purchased.

The Powell-O'Rourke Grain Company, of St. Louis, Mo., has been incorporated with a capital stock of \$10,000. The incorporators are C. R. Powell, M. E. O'Rourke, George F. Powell and John J. O'Rourke.

The Farmers' Co-operative Mill and Elevator Company, of Concordia, Kan., whose plant was destroyed by fire on October 3, will be rebuilt immediately, but the flour milling feature of the business will be discontinued.

The Equity Grain and General Merchandise Exchange has been incorporated at Mullinville, Kan., with a capital stock of \$8,000. The incorporators are H. W. Fromme, C. C. Austin, W. F. Snyder, J. A. Sherer, and Frank Burnett.

EASTERN

An elevator will be erected at Glenmore, Pa., by David Byerly.

Walbridge & Taylor are building an elevator at Petersboro, N. H.

Fred A. Cheney, of Auburn, Mass., will build a grain store, 40x100 feet in size.

The Wallace Grain Company, of Clinton, Mass., recently moved into new quarters.

H. M. Garrison has sold his grain and feed business at Gardiner, N. Y., to Luther Dusingberre.

The Duchess Elevator Company, of Poughkeepsie, N. Y., has opened a grain, feed and hay store.

It is stated that J. Cushing & Co. will erect a grain storehouse at Worcester, Mass., costing about \$5,000.

The St. Albans Grain Company, of St. Albans, Vt., has increased its capital stock from \$100,000 to \$150,000.

The North Adams Flour and Grain Company, of North Adams, Mass., has purchased the feed business of C. E. Whitney.

The McDonald Milling Company has leased a three-story brick warehouse at Pittsburgh, Pa., to be used for grain, feed and flour.

Roger McDonald has leased from W. A. Dunlap and John W. Dunlap a three-story brick building at Pittsburgh, Pa., for a term of years, and the house has been remodeled for use as a grain and feed warehouse.

T. H. Follette, former mayor of Tonawanda, N. Y., states that a delegation of boat owners will endeavor to get legislation this winter providing for the construction of state grain elevators in Buffalo, New York City, Albany or Troy, N. Y.

Stuede, Purnell & Co., of Baltimore, Md., have been incorporated, with a capital stock of \$40,000, to engage in grain receiving and exporting. The incorporators are William and Otto Stuede, L. B. Purnell and W. S. Symington, Jr.

The handling of grain in bulk seems growing in favor in Idaho, where a system for it is being perfected, the grain at present being handled both in bulk and sack from the northwestern part of the state.

Records are transient marks nowadays. Another one was broken in October at the Canadian head of the lakes, where over a full capacity of wheat had already been shipped east to Buffalo and Montreal and very nearly half capacity of 19,000,000 bushels stored.

TRANSPORTATION

The Canadian Pacific has placed about 35,000 cars at various strategic points throughout western Canada to accelerate shipments of grain this fall.

The Ohio State Utilities Commission has ruled that it has no jurisdiction in the matter of ordering railroad companies to furnish grain doors for their cars to customers who demand them.

Grain merchants and flour millers of Maryland, Virginia, and West Virginia filed a complaint with the Interstate Commerce Commission on October 30, against the freight rates on products shipped into Virginia, North Carolina, South Carolina, Georgia and Tennessee.

The Interstate Commerce Commission has suspended from October 15 to February 12 a supplement to a Missouri Pacific tariff which provides for the cancellation of proportional rates on grain and grain products, carloads from points in southern Illinois to Texarkana, Ark.

The Interstate Commerce Commission has denied the motion of the defendant for a rehearing in the case of the Omaha Elevator Company and others against the Wabash and other roads. Last June reparation was awarded to the complaining company for excess freight rates.

The New Orleans Board of Trade laid a petition before the Interstate Commerce Commission on October 20, asking for a readjustment of the New Orleans and Northeastern Railroad's rates on grain and grain products, hay and feed, in carload lots out of New Orleans for Mississippi points.

The Union Pacific Railroad recently made application to the Nebraska Railway Commission for permission to put in effect an emergency rate whereby it will give the people along its line where the corn crop has been a failure the right to ship corn into their locality on a lower rate, to be effective until June 30, 1914.

The Omaha Grain Exchange, Omaha, Neb., filed a complaint with the Interstate Commerce Commission on November 6, against the Northern Pacific and the Chicago, Burlington & Quincy railroads, charging excessive and discriminatory rates on grain from points in Montana to Omaha, South Omaha and Council Bluffs.

The Ashland Farmers' Elevator Company, Ashland, Ill., has filed a complaint with the Interstate Commerce Commission against the Alton and Katy railroads, charging that a rate of 15 cents per 100 pounds was exacted on a carload shipment of corn from Prentice, Ill., to Fayette, Mo., and contending that 12½ cents would have been a fair rate.

The traffic department of the Detroit Board of Commerce, Detroit, Mich., has appealed to the Interstate Commerce Commission from a decision of the Wayne County circuit court, granting an injunction to the Michigan Central Railroad restraining the Michigan Railroad Commission from enforcing rules and rates regarding demurrage on cars delayed by consignees.

The Interstate Commerce Commission has suspended until March 12, 1914, the five per cent increases in grain rates published by the carriers in Eastern Trunk Line and Central Freight Association territories to become effective on November 15. This advance was made on all freight traffic in eastern territory, and the hearing for the suspension of same is set for November 24.

Eastern and Central Freight Association railroads began filing tariffs with the Interstate Commerce Commission on October 14, proposing a flat increase of five per cent on all freight rates, except, in some instances, those on grain and coal. Commissioner Harlan will have general charge of the proceedings and it is probable that a decision will be reached before next spring.

The Saginaw Milling Company, of Saginaw, Mich., and S. M. Isbell & Co., of Jackson, Mich., recently filed a complaint with the Interstate Commerce Commission against the Michigan Central, Pere Marquette and Grand Trunk railroads, involving the right of carriers to deny to one shipper the use of a published tariff while permitting other shippers to use it. The particular controversy concerned transit on beans.

Advances in the rates on grain products from points in Central Freight Association territory to eastern and seaboard points, which were previously suspended from July 8, were on October 22 further suspended by the Interstate Commerce Commission from November 5 until May 5. Advances in the rates on grain and grain products from points in Chicago, St. Louis, and Mississippi River rate territory to stations in Oklahoma, located on the Fort

Smith and Western Railroad, previously suspended from July 5, were also further suspended from November 1 until May 1.

W. M. Hopkins, transportation manager of the Chicago Board of Trade, advises that effective December 1, the Illinois Central Railroad will apply the elevation allowance of one-fourth cent per bushel at Chicago on grain shipped to points in Mississippi Valley territory. This territory covers substantially the states of Tennessee, Mississippi and Louisiana, and includes such points as Memphis, New Orleans and Mobile.

The North Dakota State Railroad Commission has received complaints from grain companies throughout the state against several line companies

CHANGES IN RATES

These changes in rates affecting grain and grain products are furnished to the "American Grain Trade" by the General Traffic Association, Inc., 715 Fourteenth Street, N. W., Washington, D. C. If any of our readers feel that the present rates or those which are about to become effective are unjust, excessive or discriminatory, this company has agreed to take care of such matters before the Interstate Commerce Commission, at only a nominal cost.

Since our last issue the following new tariffs have been filed with the Interstate Commerce Commission, naming rates on grain and grain products, with the I. C. C. numbers, effective dates and rates in cents per one hundred pounds. (A) denotes advance and (R) denotes reduction.

Chicago, Rock Island & Pacific

I. C. C. No. C9574, November 10. Flour from Minneapolis, Minnesota Transfer, St. Paul and South St. Paul, Minn., to West Belton, Jaudon, Cleveland, West Line, Lisle, Drexel, Merwin, Amsterdam, Amoret, Worland, Killian's Coal Spur, Dunkerly Coal Spur, Hime, Amos, Stotesbury, Richards, Eve, Rio, Swarts, Harris, Oskaloosa, Premier Fire Clay Company's Spur, Willey's Coal Spur, Sheridan Coal Company Mines Spur, Mulberry, Watson Coal Company Mines, Fuller, Storage Yard, Mine No. 38, Curranville, Chapman Mines, McCormick Mines, Nelson, Litchfield Spur, Frontenac, Pittsburgh, Custodia, Kniveton, Asbury, Burgess, Gulfon, Chat Junction, Brinkerhoff, Athletic Princess Spur, Bryd Spur and Joplin, Mo., 21 cents; Federal Spur, 22 cents (R).

Supplement 81 to I. C. C. No. C6948, November 20. Between Love, Okla., and Chicago, Ill., wheat, 30 cents; corn, 28 cents; Peoria, Ill., wheat, 28.5 cents; corn, 26.5 cents; Mississippi River, wheat, 27 cents, and corn, 25 cents. (R).

Supplement 4 to I. C. C. No. C9506, November 20. Grain and products, seeds and articles taking same rates between Little Rock, Iowa, Ellsworth, Minn., Kansas City and St. Joseph, Mo., flax seed, 23 cents; wheat flour, 23 cents; corn, 17½ cents.

I. C. C. No. C9614, December 2. From Galveston and Texas City, Texas (when originating in foreign countries), to Clinton, Ralph, Stafford, Butler, McClure, Hammon Junction, Herring and Strong City, Okla., wheat, 24.5 cents and corn, 22 cents.

December 6. To Little Rock, Ark., from Corydon, Mileton, Chariton, Williamson, Iowa, Melcher, White Breast, Kimball, Sandyville, Hartford, Carlisle, Iowa, corn, 20 cents; wheat, 21 cents.

Supplement 12 to I. C. C. No. C9368, December 6. To Landers, Willow, Sparkman, Amy, Ark., from St. Louis, Mo., East St. Louis, Ill., flour, 23 cents; wheat, 22 cents; corn meal, 21 cents; corn, 19 cents; from Cairo, Thebes, Gale, Ill., to same points, flour, 22 cents; wheat, 20 cents; corn meal, 19 cents; corn, 17 cents.

Supplement 16 to I. C. C. No. C9377, December 11. Grain and grain products and broom corn from Holton, Mayetts, Hoyt, Elmont, Kan., to Algiers, Gretana, La., (for export), wheat, 25½ cents; corn, 23 cents (R); Galveston, Texas City, Texas, (for export), wheat, 25½ cents; corn, 23 cents; Mobile, Ala., New Orleans, La., Port Chalmette and Westwego, La., (for export), wheat, 25½ cents; corn, 23 cents. (R).

Atchison, Topeka & Santa Fe

Supplement 16 to I. C. C. No. 6043, November 10. Between Amarillo, Zita, Haney, Canyon, Canyon Junction, Hutson, Ralph and Happy, Texas, and

of Minneapolis, Minn., charging unfair discrimination in over-grading and under-docking. One complaint has come from the Farmers' Elevator Company of Anamoose against the Osbourne-McMillan, Victoria and Woodworth Elevator Companies, and another is from Eldridge against the Occident and Powers Elevator Companies.

Last month the Interstate Commerce Commission modified its order in the cases of the Duluth Board of Trade, the Superior Commercial Club and the Milwaukee Chamber of Commerce, involving rates on grains from points in Minnesota and the Dakotas to the lake ports so as to permit the Milwaukee road to put in new differentials on flax, wheat, and coarse grains from points in South Dakota, Minneapolis, Duluth and Superior.

The S. J. Greenbaum Company, Louisville, Ky., has filed a petition with the Interstate Commerce Commission against the Louisville & Nashville and various other carriers, to establish as maximum in the future rates for the transportation of distillers' dried grain from Midway, Ky., to points in Michigan, Ohio, New York, Canada, Massachusetts and Pennsylvania, no higher than are contemporaneously charged from Louisville and Lexington, Ky., to the same points.

Texico, N. M., flour and articles taking same rates, 16 cents (R); wheat and articles taking same rates, 13½ cents (R); corn and articles taking same rates, 9½ cents (R).

I. C. C. No. 6609, November 30. Flour from Coffeyville, Benedict, Ena, Kan., Cushing, Okla., and other points to Mina Oro, San Jose, \$16.76; Villa Verde, \$16.77; Mesa, \$16.78; Del Rio, \$16.79, and Cananea, Mexico, \$16.80 per net ton (R).

Great Northern

I. C. C. No. A3769, November 10. Between Ross, Manitou, N. D., and St. Paul, Minnesota Transfer or Minneapolis, Minn., Duluth, Minn., or Superior, Wis., flax or millet seed, 18 cents; grain and flour, 17 cents; between Mondak, Mont., and same points, flax or millet seed, 21 cents (A); grain and flour, 20 cents.

Supplement 4 to I. C. C. No. A3721, November 12. Flour, bran, oats, shorts, middlings, screenings and wheat, between Kalispell, Whitefish, Columbia Falls, Somers, Mont., and Spokane, Wash., 20 cents.

Chicago, St. Paul, Minneapolis & Omaha

I. C. C. No. 3930, November 11. Barley, corn, oats, rye, and speltz, from St. Paul, Minneapolis, or Minnesota Transfer, Minn., (originating beyond) to Atchison, Kan., Kansas City, Mo., Leavenworth, Kan., Nebraska City, Neb., and St. Joseph, Mo., 13.75 cents (R).

Northern Pacific

Supplement 3 to I. C. C. No. 5227, November 12. Wheat, corn, rye, oats, barley and articles taking same rates between St. Paul, Minneapolis, Minnesota Transfer, Cloquet, Duluth, Minn., Superior, Wis., and Franklin, Nortonville, Millarton, 14½ cents; Sydney, Close's Spur, Jamestown Junction, 14 cents (R), and Homer, N. D., 13 cents (R).

I. C. C. No. 5462, November 20. Flax seed and articles taking same rates between St. Paul, Minneapolis, Minnesota Transfer, Cloquet, Duluth, Minn., Superior, Wis., and Franklin, Nortonville, Millarton, 15½ cents; Sydney, Close's Spur, 15 cents (R); Homer, Clementsville and Wimbleton, N. D., 14 cents.

Chicago & Alton

Supplement 22 to I. C. C. No. 79, November 15. Grain only (not including grain products) from Chicago, Ill., to Alton, Belle, East St. Louis, Edwards, Granite City, Venice, Ill., and St. Louis, Mo., to Argo, Chicago, Joliet and Lockport, Ill., 7.4 cents (applies when reshipped from above points except when originating locally at such points).

Toledo, St. Louis & Western

I. C. C. No. A630, November 15. Grain from East St. Louis, Ill., and St. Louis, Mo. (when originating west of west bank of Mississippi River) to Adrian, Mich., 9.5 cents; Akron, Ohio, 10.5 cents; Benton Harbor, Mich., 9.5 cents; Anderson, Ind., 9.5 cents; Cadillac, Mich., 13.7 cents; Cambridge, Ohio, 11.6 cents; Charlevoix, Mich., 14.7 cents; Sheboygan, Mich., 15.1 cents; Chillicothe, Cleveland, Columbus, Ohio, 10.5 cents; Fostoria, Ohio, 9.4 cents; Hamilton, Ohio, 7.4 cents; Grand Rapids, Mich., 9.5 cents; Green Castle, Ind., 6.8 cents; Kalamazoo, Mich., 9.5 cents (also other rates to C. F. A. points).

Minneapolis & St. Louis

Supplement 1 to I. C. C. No. Bill, November 15. Flour and bran from Minneapolis, Minnesota Transfer and St. Paul, Minn. (originating beyond) to New Orleans, Port Chalmette, La., 19½ cents;

Westwego, La., 19½ cents; Key West, Fla., 29½ cents; Gulfport, Miss., 19½ cents (all rates apply for export).

Chesapeake & Ohio

I. C. C. No. 102, November 18. Flax seed from Chicago, Ill., Griffith, Hammond, Highlands and N. Y. Tower, Ind., to Dayton, Ohio, 6.3 cents; Pittsburgh, Pa., 12.6 cents, and Toledo, Ohio, 7.9 cents.

Illinois Central

I. C. C. No. A8583, November 21. From Anna, Carbondale, Coulterville, Freeburg, Galatia, Marissa, Murphysboro, New Athens, Pinckneyville, Ill., to Paducah, Ky., 8.5 cents; flour from and to same points, 10.5 cents.

Chicago, Indianapolis & Louisville

I. C. C. No. 3046, November 22. Grain products from Indianapolis, Ind., to Galesburg, Ill., Hannibal, Mo., Quincy, Ill., 8.4 cents; and Upper Mississippi River crossings, 8.4 cents.

I. C. C. No. 3079, December 8. Barley, bran, buckwheat, corn, Kaffir, flour, oats, rye, speltz, wheat from Monticello, Ind., to Cleveland, Ohio, 10.5 cents; flax seed from Chicago, Englewood, Ill., Hammond, Ind., Hegewisch, Pullman Junction, South Deering, Ill., to Allegheny, Pa., 16.6 cents; elevator dust, oat clippings, oat hulls and grain screenings from Louisville, Ky., to South Bartonville, Ill., 10.5 cents.

Chicago & North-Western

Supplement 20 to I. C. C. No. 7348, November 28. Between Hyperion, Camp Dodge, Stowe's Ranch, Yankton, Highland Park, Urbandale, Highley, Iowa, and Green Bay, Wis., flax seed, 18.5 cents; wheat, 13.9 cents; corn, oats, rye and barley, 12.5 cents; Marinette, Wis., wheat, 18.9 cents; corn, oats, rye and barley, 17.5 cents; Michigamme, Mich., wheat, 21.4 cents; corn, oats, rye and barley, 20 cents; Rhinelander, Wis., wheat, 16.4 cents; corn, oats, rye and barley, 15 cents; Hurley, Wis., wheat, 21.4 cents; corn, oats, rye and barley, 20 cents; Marquette, Mich., wheat, 25.4 cents, and corn, oats, rye and barley, 24 cents (R).

Union Pacific

Supplement 11 to I. C. C. No. 2548, November 25. Between Hastings, Neb., and Denver, Colo., wheat, 30 cents; corn, oil meal, 25 cents.

Minneapolis, St. Paul & Sault Ste. Marie

Supplement 10 to I. C. C. No. 2824, December 1. Flour only from Minneapolis, St. Paul, Minnesota Transfer, Minn., Amery, Osceola, Rice Lake, St. Croix Falls, Frederick, Ridgeland, Reserve, Wis., to Baltimore, Md., 18.2 cents; Boston, Mass., 20.2 cents; Montreal, Que., 19.2 cents; New York, N. Y., 20.2 cents; Philadelphia, Pa., 19.2 cents; Quebec, Que., 19.2 cents; all other grain products from same points to Baltimore, Md., 18.2 cents; Boston, Mass., 21.2 cents; Montreal, Que., 19.2 cents; New York, N. Y., 21.2 cents; Philadelphia, Pa., 19.2 cents (all rates apply for export) (A).

Supplement 3 to I. C. C. No. 3352, December 1. Corn from Minneapolis, St. Paul, and Minnesota Transfer, Minn., to Armstrong, B. C., 55 cents; Revelstoke, 53 cents. (R).

Supplement 12 to I. C. C. No. 2826, December 1. Flour, grain products and grain from Minneapolis, St. Paul, Minnesota Transfer, Minn., Amery, Osceola, Rice Lake, St. Croix Falls, Frederic, Ridgeland and Reserve, Wis., to Albany, N. Y., 23.1 cents; Baltimore, Md., 20.8 cents; Boston, Mass., 25.8 cents; Washington, D. C., 20.8 cents; Cleveland, Ohio, 16.9 cents; New York, N. Y., 23.8 cents; Ottawa, Ont., 25.3 cents (also rates to other eastern points) (A).

Supplement 11 to I. C. C. No. 2825, December 1. Grain products (for export only) from Fairmount, N. D., to Baltimore, Md., flour and all uncooked grain except pure cereal products manufactured from wheat, 24.7 cents; glucose feed, gluten feed, gluten feed and starch, 25.3 cents; all grain or products except as shown above, 24.2 cents; to Boston, Mass., New York, N. Y., St. John and West St. John, N. B., flour and all uncooked grain or cereal products from wheat, 26.7 cents; glucose feed, gluten meal, mixed live stock feed, animal or poultry food, brewers' dried grains, gluten meal and starch, 28.3 cents; all grain except as shown above, 27.2 cents (A).

Detroit, Toledo & Ironton

I. C. C. No. D546, December 1. Grain to Bay City and Saginaw, Mich., from Adrian, Mich., Leipsic, Lima, Napoleon, Ottawa, Ohio, Tecumseh, Mich., 8.4 cents; Columbus Grove, Ohio, 8.4 cents; Dundee, Mich., 7.4 cents.

Chicago, Milwaukee & St. Paul

Supplement 26 to I. C. C. No. A9775, December 1. Between Council Bluffs, Iowa, Omaha or South Omaha, Neb., and Aberdeen, Warner, Duxbury, S. D., flax seed or millet seed, 22 cents; wheat, 19.5 cents, and rye, oats, barley and corn, 19 cents.

Missouri Pacific

Supplement 12 to I. C. C. No. A1907, December 1. Grain and grain products, wheat, corn, oats, rye, barley and grain screenings between Cairo, Ill., southbound and St. Louis, Mo., East St. Louis, Ill., five cents when from beyond (A).

Supplement to I. C. C. No. A2065, December 1.

Linseed meal from Sioux City, Iowa, to Nebraska, 10 cents (R).

Canadian Pacific

I. C. C. No. 1640, December 3. Wheat from Goderich, Port McNicoll, Ont., and Detroit, Mich., to St. John, Moncton, Shediac, Sackville, N. B., New Glasgow, Halifax, Dartmouth, N. S., also Point du Chevine, N. B., for furtherance, and Pictou, N. S., for furtherance to Charlottetown, P. E. I. and Pugwash, N. S., 20 cents.

I. C. C. No. 501, December 6. Malt from San Francisco, Cal., to Nelson, B. C., 52½ cents; Westminster, B. C., 24½ cents; Rossland, B. C., 52½

cents; Grand Forks, B. C., 52½ cents; Phoenix: B. C., 59¾ cents; Michel, B. C., 65¾ cents; Fernie, B. C., 64¾ cents.

Chicago Great Western

I. C. C. No. 4917, December 8. Wheat and buckwheat from Minneapolis, Minnesota Transfer, St. Paul, South St. Paul, Winona, Minn., applies only on shipments originating beyond to Brookport, Cairo, Ill., Cincinnati, Ohio, Evansville, Jeffersonville, New Albany, Ind., Thebes, Ill., 15 cents; barley, corn, oats, rye, speltz, Kaffir corn from and to same points, 12½ cents, applies only on shipments destined to Southeastern and Carolina territories.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

LIKED THE REPORT

Editor American Grain Trade:—Enclosed find subscription. We have read your interesting report of the New Orleans meeting in your last issue of the paper and we will be glad to receive your publication regularly. Yours truly, H. VERHOEFF & CO. Louisville, Ky.

JUVENILE GRAIN THIEVES

Editor American Grain Trade:—The enclosed copy of a letter from Judge Merritt W. Pinckney, of the Juvenile Court of Cook County, which was sent to me and to the Special Agents of the various carriers in the Chicago District, will no doubt be of interest to you, as it has a direct bearing on a cause for frequent weight shortages.

As you are aware, it is the function of the organization I represent to locate and eliminate the grain thief. My work, therefore, brings me in close touch with juvenile offenders, and with the Special Agents of the carriers. Just what should be done with the boy car sweeper and juveniles caught taking grain and coal from loaded cars, and with children and women trespassers, has always been a perplexing problem. However, since Judge Pinckney has been judge of the Juvenile Court, much has been accomplished to remove this annoying source of trouble and loss. Naturally, Judge Pinckney does not like to sentence little children to reform institutions, especially in view of the fact that the parents often send their children to railroad yards to sweep cars and to steal.

Judge Pinckney's present plan, as outlined in the enclosed letter, will go a long way toward clearing up railroad yards of trespassers, and the judge is to be commended for his work in this direction. It is obvious that it behooves the Railroad Special Agents and all of us to co-operate with Judge Pinckney to the fullest extent in carrying out his well laid plans.

Yours truly,
G. H. MILLER,
Manager, Grain Shippers' Protective Ass'n.
Chicago.

Copy of Letter

"A great deal of time in the Juvenile Court is taken up in the hearing of the cases of small boys ranging in age from 10 to 14 years who have been taken into custody while stealing coal, grain and goods from the cars in the numerous railroad yards in Chicago.

"For some time I have felt that the special police of the various railroads and the probation officers of the Juvenile Court might co-operate the more generally for the purpose of preventing these depredations and thereby lessening the work of the Special Agents who are guarding the railroad yards and of the Juvenile Court which is called upon to hear these cases.

"My experience teaches me that in many instances the parents and guardians of these small boys should be punished for contributing to the delinquency of the boys rather than that the boys should be punished.

"It has occurred to me that the probation department of the Juvenile Court might and would materially assist your force if the probation department was advised in the first instance of the name of the child, the names of the parents or guardians and the home addresses of the same. The probation officer assigned to the particular district where the parents of the offending child live could visit the parents and warn them of what would happen to their boys in the event of a repetition of the offense and also that they (the parents) would be prosecuted.

"I am satisfied that a general co-operation along these lines between your Special Agents and the probation officers in the Juvenile Court would result in much good.

"Under the supervision of Sergeant Martin F. Rogers we have in our probation department some 40 city policemen who could and would gladly assist in this work.

"I would, therefore, request that you send to the complaint department the names of all boys found in the first instance on your railroad rights of way, the names and addresses of the parents or guardians, and a statement of the time when and place where the boys were found on your tracks and by what special agent.

"I will at once take this matter up with Mr. Joel D. Hunter, chief probation officer of the Juvenile Court, and Sergeant Rogers with a view to having all the county and city probation officers co-operate with your Special Agents along the lines suggested above.

"I would also suggest that you send in the names of all the women found stealing coal from your tracks.

"Thanking you in advance, I am,

"Yours very truly, MERRITT W. PINCKNEY,
Judge, Juvenile Court of Cook County."

ADVERTISING FOR THE SMALL COUNTRY ELEVATORS

Editor American Grain Trade:—The competition in elevators, as in everything else, is getting to be very close in many parts of the country, and a general principle in the business world can be applied by elevator managers to their decided advantage, i. e., advertising pays.

Many elevator managers are of the opinion that the prominence of their buildings on the landscape is sufficient to keep the fact that they are there for business before the minds of the farmers of the community. But this is not so. Experience has shown many times that a farmer will neglect an elevator near by for one at some distance if he fancies there will be some slight advantage to him in patronizing the farther house. He gets this idea usually from the solicitor for the competing house, and whether or not the claims are true, if they get the business, the local elevator manager feels the effect of it.

The advertising season would not be long nor the expense great. Almost every farmer in a community can be reached by one or two local papers, the editors of which will usually be very glad to supplement the paid ad. by a judicious write-up of the elevator and its work. Where coal and building materials are carried as a side line, advertising should appear on the ledger accounts just as regularly as the pay of the manager himself. You have got to be on the job all the time to get business, and an ad. in the local paper is, or should be, a personal talk with every prospective customer.

As a rule a farmer knows a great deal about growing wheat and corn, and if you try to tell him anything he may resent it. But very few of them know about the details of marketing grain, the principles of grading, the desired characteristics of grain for particular purposes, the cleaning and drying systems and their advantages, the matter of scales and weights, and other things which he has to leave to the elevator manager.

In the matter of coal, lumber, etc., the same policy can be followed to advantage. Recently a progressive elevator got out a little booklet giving the advantages and disadvantages of various grades of coal, lumber, and cement, and distributed them widely through the country. The result has been that the manager of that house has established a reputation for knowledge of his business, and has acquired an authority and prestige that will mean dollars and cents every business day of the year.

The man who sits and waits for business sometimes gets the business, but usually he just sits. The man who goes after the business all the time sometimes fails to get it, but most of the time he has a line of wagons in his yard.

Yours truly, FORMAN TYLER.

COURT DECISIONS

[Prepared especially for the "American Grain Trade" by J. L. Rosenberger of the Chicago Bar.]

AN AGENT CANNOT SERVE TWO MASTERS

An agent, the Supreme Court of Iowa says, in *O'Meara vs. Lawrence* (141 Northwestern Reporter, 312), is not permitted to serve another than his principal in transacting the latter's business, without the principal's consent thereto. This is for the reason that the law will not permit the agent to place himself in a situation in which he may be tempted by his own private interest to disregard that of his principal. Human experience has demonstrated this is the only safe rule, founded, as it is, in that profound knowledge of the human heart which dictated that hallowed petition, "Lead me not into temptation, but deliver me from evil," and that occasioned the announcement of the infallible truth that "a man cannot serve two masters." A man cannot, in one and the same transaction, act for himself and as agent for another without the latter's consent, for the interests of the two conflict. It is enough in such a situation if the agent is interested adversely to his principal to invalidate that which is done.

THE RIGHT OF STOPPAGE IN TRANSIT

The right of stoppage in transit, the Supreme Judicial Court of Massachusetts says, in *Coleman vs. New York, New Haven & Hartford Railroad Company* (102 Northeastern Reporter, 92), is the right of an unpaid vendor to enforce his lien by possessing himself of goods whereof the purchaser has acquired the title, but not the possession, which can be exercised only when the buyer is insolvent. By insolvency in this connection is meant not an adjudication by a court of competent jurisdiction, but simply inability to pay debts in the usual course of business. Such inability need not be absolute. It may be proved as a rational inference from convincing facts and circumstances. A business man in good standing commonly meets his obligations at maturity. A failure to pay a single debt might occur under such conditions as to constitute persuasive evidence of general inability to pay one's debts. The right of stoppage in transit is one favored by commercial law. It endures so long as the goods remain in the possession of the carrier by virtue of the contract of carriage and until there has been an actual or constructive delivery to the consignee. No controversy ordinarily can arise when there has been an actual delivery. A constructive delivery may be found when the carrier has recognized the title of the consignee. Where the carrier enters expressly or by implication into a new agreement, distinct from the original contract for carriage, to hold the goods for the consignee as his agent, not for the purpose of expediting them to the place of original destination pursuant to that contract, but in a new character, for the purpose of custody on his account and subject to some new or further order to be given to him, then constructive possession is in the consignee, and the transit is at an end.

A petition of involuntary bankruptcy was recently filed against the Perkins Grain and Milling Company of Perkins, Cal.

The court has passed an order confirming the composition of 10 per cent in the matter of the Alexander Seed Company, bankrupt, Augusta, Ga.

The Werner-Wilkins Grain Company, of Fort Worth, Texas, has filed a bankruptcy petition, stating liabilities at \$115,730.24 and assets, \$198,148.83.

Claude Leach, hay dealer at Farmington, Mich., has been charged with short weights in the delivery of hay for the use of the city fire department at Detroit, Mich.

Suit for an accounting and a dissolution of partnership in the grain business has been filed by Bastian Elroy Smith against Ray G. Jenckes at Terre Haute, Ind.

The Case of Jens Jensen against the Shellabarger Elevator Company, Gibson City, Ill., which was recently decided in favor of the plaintiff, will be appealed by the defendants.

L. R. Veatch & Co., elevator builders and millers of Louisville, Ky., have filed a voluntary petition in bankruptcy. The liabilities are \$19,250.63, while the assets amount to \$10,828.16.

Leo V. Hahn and T. F. Ryan of the Imperial Rice Company, Houston, Texas, recently pleaded guilty in the Federal Court to an indictment containing eight counts charging them with the offense of obtaining concessions on Texas intrastate shipments of rice in respect to shipments moving

in intrastate commerce in violation of the Elkins act.

The Stewart & Anders Company, hay and feed dealers at Philadelphia, Pa., recently submitted a statement to its creditors, showing liabilities of \$20,951.82, and assets, \$6,274.60.

The Goemann Grain Company, of Mansfield, Ohio, has filed an answer to a damage suit filed by C. H. Workman, administrator of the estate of Theodore E. Bell, deceased, denying the allegations.

D. E. Clement recently filed suit against the Waco Mill and Elevator Company, Waco, Texas, for \$50,000 damages, alleging that his reputation was injured when officers of the company caused three complaints to be filed against him.

The Rio Grain Company, Rio, Ill., has brought action against Clara Littlefield and C. D. Littlefield seeking a clear title to property purchased from the defendants. It is alleged that the title deeds were not recorded and later were lost.

C. E. Fletcher, of Bloomington, Ill., has filed suit against the C. C. & St. L. Railroad, seeking damages in the sum of \$1,000 for corn loaded for shipment and later destroyed by fire, when a burning elevator at Rumples, Ill., ignited the ear.

After 10 years of continuous litigation, the case of the Henderson Elevator Company against the North Georgia Milling Company, Dalton, Ga., has been settled, the milling company paying \$400 to the plaintiff. The suit had its beginning when the grain firm shipped \$20,000 worth of grain to the millers, a large part of which was rejected on the ground that it was defective. The elevator company then sold the rejected grain and sued the mill

for \$1,200, the difference between the price received for the grain and the mill contract.

Sid Smithwick has brought suit against W. C. and B. W. Jerome of Jerome Bros., grain and bean dealers at Santa Ana, Cal., for \$2,000 damages and for \$203.20 covering medical attendance. While employed by the company, Smithwick was kicked by a mule and severely injured.

Walter Goff recently brought suit against William Reynolds at Monmouth, Ill., alleging that he sold two carloads of ear corn to the defendant, the amount of which was ascertained by a measurement of the car. The corn is said to have overrun and the plaintiff sought to collect loss.

In the case of Louis Helm, receiver for Milliken & Spencer, grain dealers, St. Louis, Mo., against Thomas Akin, a verdict was awarded the defendant. The suit grew out of a deal in 1903 in which 850,000 bushels of wheat were involved. The receiver claimed that Akin owed the company \$78,731.81 because of losses to the firm in the deal, while Akin claimed that the company, of which he was agent, had sanctioned the transaction.

In a suit against Robert C. Hayes brought by the Uddike Grain Company, of Omaha, Neb., involving a wheat deal, the court rendered a decision in favor of the defendant, maintaining that the deal was a gambling transaction. Mr. Hayes bought 10,000 bushels of wheat from the grain company in 1910 and later the company advanced money to cover margins for him. It is alleged that a part of this was paid the company, a balance of \$231.25 remaining unpaid.

E. A. King, of Portland, Ore., has brought suit against C. W. Ford, the Bellingham Flour Mills Company, of Bellingham, Wash., and the Ford Grain Company, Spokane, Wash. The plaintiff, who is one of the stockholders in the flour mill, alleges that Ford is the president and general manager of both the milling company and the grain firm and that in this capacity he has so arranged that the flour mill has purchased all of its grain from the Ford Company at exorbitant prices.

FIELD SEEDS

The A. D. Mebane Seed Company has completed its new seed house at Lockhart, Texas.

F. J. Wood & Sons have practically completed a new seed house and grain elevator at London, Ohio.

Henry A. Dreer, Inc., has prepared plans for the erection of a large seed house in Philadelphia, Pa.

The Farmers' Elevator Company, of Bayard, Iowa, has covered its seed and feed house with galvanized corrugated iron.

A Clipper Seed Cleaner has been installed in the elevator of F. J. Wood & Sons at London, Ohio, who will make a specialty of seeds.

Roland Bolgiano has retired from the firm of J. Bolgiano & Son at Baltimore, Md., and the business will be continued by Charles J. Bolgiano.

The Cravers Dickinson Seed Company, of Buffalo, N. Y., has prepared plans for a new warehouse, which will double the company's capacity. It will be 58x176 feet on the ground, and will front on the Buffalo River, extending through to Gansan Street.

The Ded-Sure Seed Corn Company, Inc., of Geneva, N. Y., has received a charter in Delaware. The incorporators are Dominick E. Dempsey and S. Hatfield, of Philadelphia; and Sylvester D. Townsend, of Wilmington, Del. The capital stock is \$300,000.

According to recent reports, the bean crop of southern California will surpass all expectations. H. E. Woolner, vice-president of the Newmark Grain Company, a large handler of beans, estimated that the Lima bean crop will total more than 1,125,000 bags.

The A. J. Brown Seed Company of Grand Rapids, Mich., has filed articles of incorporation, the capital stock being \$100,000. The officers of the company are: President and treasurer, A. J. Brown; vice-president, T. Hershel Brown, and secretary, E. B. Seymour.

A new seed law will go into effect in Montana on January 1, 1914, specifying that all lots of agricultural seed, of one pound and up, sold in the state must bear a label giving the percentage of purity and the percentage and date of germination; also the approximate percentage of quack grass, wild oats, fanweed, dodder and mustard. If these percentages are not known, the seed must be sold as "unclean seed." The seed laboratory in connection

with the experiment station at Bozeman, Mont., will make these tests free of charge for the growers of Montana.

The Long Island Seed Company, Inc., has been incorporated at New Hyde Park, N. Y., with a capital stock of \$100,000, to deal in seeds, hay, coal, wood, farming implements and general merchandise. The incorporators are F. B. Garvey, S. M. Garvey and A. L. Garvey, of New York.

The Rahe Seed Company, of Cincinnati, Ohio, has been reorganized with the following officers: President and secretary, Harry H. Peters; vice-president, Albert H. Peters, and treasurer, William L. Miller. William J. Rahe has retired from the company, which will continue under the new management.

The Beloit Seed Company, of Beloit, Kan., was recently reorganized and Grant Noah and Harry Wagner are new members of the firm. The latter will have charge of the alfalfa seed department. The company has purchased the plant of the Beloit Milling Company, in which they have installed a complete line of seed-cleaning machinery.

An important feature of the Montana State Fair was the meeting of the Montana Seed Growers' Association, at which time the officers for the year were chosen as follows: F. C. Sumner, of Park County, president; Truman Ames, of Miles City, vice-president; directors, W. V. Talbot, of Farmington; I. D. O'Donnell, of Billings; P. Carney, of Waterloo; Joe Nash, of Clyde Park, and Charles Wentworth, of Lewistown.

During the 1912-1913 season nearly 100,000,000 bushels of grain were handled at Superior, Wis. The total receipts up to July 31 were 93,391,319 bushels and the shipments were 82,863,168 bushels. This exceeds the record for any corresponding period by over 30,000,000 bushels.

For fifteen years the Agronomy Department of the University of Wisconsin has been experimenting with rye breeding for the purpose of increasing the yield, and so successful have the experiments been that the famous Wisconsin pedigree rye will produce 40 bushels to the acre which, by actual experiment, is found to be over eight bushels more than the average yield of other standard varieties grown under identical conditions.

BARLEY AND MALT

CHICAGO BARLEY MARKET

BY MOSES ROTHSCHILD.

President Moses Rothschild Company, Chicago.

The barley market for the last few weeks has been in rather "sloppy" condition. This situation was caused, first, by rather liberal receipts at all primary markets; second, to slowness of brewers in contracting for usual quantity of malt, they pursuing, as a rule, policy of buying in small quantities, and from hand to mouth; third, on account of liberal receipts, a large number of maltsters had their tracks and storage bins pretty well loaded, resulting in their being obliged to remain out of the market. This left only two buyers able to continue purchases, with the natural result that prices declined to rather low ebb.

Fortunately, receipts within the last week have shown a declining tendency, so that receivers have been able to clear up a great deal of undesirable barley that had been carried over from day to day for want of purchasers.

Should receipts from now on not be burdensome, we look for a gradual improvement in the situation. It is too much, however, to expect that we may see any immediate appreciation in prices, for the reason that the malt situation, in the writer's opinion, hardly warrants that conclusion.

Good barley, and by this term we don't necessarily mean the higher grades, but we do mean sound barley, fairly clean—samples of cars showing uniform loading—has right along been reasonably ready sale at current quotations. On the other hand, the faulty goods—samples showing strong admixture with other grains, such as wheat, corn, oats or badly mixed with foul matter of various kinds, such as seeds, etc., or grain that has been badly damaged—have all been very slow sale, and, in fact, any commission man handling same has earned his hire several times over by the time he has disposed of cars of this character.

We are constrained to lay particular stress on this phase of the barley situation, so as to impress on country shippers the advisability of shipping grain that is reasonably clean and avoiding mixtures, such as we mention. In that event, much better service can be rendered by the seller at a terminal market.

THE BARLEY TARIFF

Although the new tariff on barley cuts the duty in half, it is the opinion of Henry E. Kruger, of Beaver Dam, Wis., well known as "the champion barley grower," that this will not prove a discouraging handicap to the grower of good American barley. For the last five years, Mr. Kruger has won the world's championship for pedigreed barley at the National Grain Show. He is active in Democratic politics in Wisconsin and a member of the lower house in that state. He is also associated with the State Board of Agriculture and has advanced to a high position in experimental work, although he is but 31 years of age.

Concerning the barley tariff he recently declared: "All of our choice barley goes to the maltsters and is used in the manufacture of beer. This demand fixes the price and gives the farmer a reasonable return for his labor. Barley of so low a grade as to be used solely for feed could not profitably be raised on soil which has a value of \$100, or more an acre, and this is about the bottom price for choice and well located land to-day. Canadian barley, with a very small exception, does not come up to the malting grade and will have little effect upon our markets, even with its recent 15-cent reduction in duty. Nor can the cheaper grades be sent in for feed and pay a duty of 15 cents and meet our prices. So the farmer has little or nothing to fear—unless the Canadians begin the growing of grain equal in grade to ours. On the other hand, this new duty will tend to maintain a more even and reasonable price, because it will foil any attempts at cornering the market and bulging prices. It simply will act as a restraint upon the jugglers in the grain markets."

"Wisconsin farmers received \$23,000,000 for their barley crop last year, but you must remember that they raise the best in the world. It commands the highest prices and is bought almost exclusively by the maltsters. Remove that demand and barley used only for feed, selling at 45 to 60 cents a bushel, would be of little value as a crop to the farmer. Yes, we could grow other grains, but wheat is not a certain crop with us by any means. I raised and sold what was declared to be the finest wheat in the world. One bushel of it brought \$832, the highest price ever paid for a bushel of grain in the world."

That will suggest to you the quality of the grain we raise in Wisconsin."

NEW VARIETIES OF OATS AND BARLEY

It is reported that by crossing Russia red oats with both white and black California wild oats, a very superior variety of oats has been obtained by G. W. Overton of Contolenc, Cal.

The grains produced on these double-headed stalks are said to be of an excellent quality, being large and well developed. The measurement for a single stalk of barley (one of the best specimens), was 9 inch of head, consisting of three heads, being about three times the yield of a good average single-headed stalk grown on the same land. The cultivated oats measured 17 inches, having four heads, although the heads lapped each other. The wild oats, with five heads, measured 25 inches; the grains looked more like cultivated than wild oats.

The stalks of both the oats and the barley are very coarse and stiff, and of medium height. The stems on which the grains grow are unlike the stems of the original single-headed species. Instead of being round, soft and pithy, they are hard, flat and woody,

HAY AND STRAW

Geo. M. Murrell, of Bayou Goula, La., is in the market for apparatus for artificial hay-curing.

S. B. McCoy has purchased the feed store of George Watson and B. F. Pipes at Middlebourne, W. Va.

The Hay and Produce Company has been incorporated in Henderson County, Tenn., with a capital stock of \$25,000.

A charter has been granted to the Edmonton Hay and Grain Company, Ltd., of Edmonton, Alta., capitalized at \$25,000.

The contract for hay and oats to be used by the city of Aberdeen, Wash., was awarded to the Chehalis Produce Company, of Chehalis, Wash.

Cassady & Callahan, of Boulder, Colo., may erect an alfalfa mill at Bayard, Neb., if a satisfactory contract can be made with farmers in that district for their surplus hay.

E. C. Curran and A. F. Schmidt have leased the feed, flour and produce elevator of McCullough Bros., at Campbellsport, Wis., and will operate under the firm name of Curran & Schmidt.

Dr. F. C. Whitaker is building a warehouse at Bradentown, Fla., for J. P. Howland, lessee, who will engage in the wholesale feed and produce business. The building will be 88x90 feet in size.

Lewis & Adcock, of Knoxville, Tenn., have awarded a contract for the reconstruction of the feed warehouse recently destroyed by fire. It will be of brick and concrete construction, 50x200 feet in size and one story high. The cost will be about \$6,000.

L. E. Watson, manager of the Standard Grain Company, has contracted with the farmers in the vicinity of Germania, Colo., for the purpose of erecting an alfalfa mill with a capacity of 15 tons daily. The farmers have agreed to supply the mill with alfalfa.

W. W. Robinson & Co., of Seattle, Wash., recently received an order from the Government to furnish the army in the Philippines with 6,000 tons of hay. The bid called for the delivery of eastern Washington timothy. The contract for furnishing 2,000 tons of wheat hay was awarded to Stevens & Co., of Tacoma, Wash.

CHICAGO HAY MARKET

Albert Miller & Co. of Chicago, say November 11th of timothy: "Arrivals on C. & N. W. and C. M. & St. P. somewhat larger, which indicates a better movement from Wisconsin, and on account of favorable through rates such hay is meeting a ready sale for shipping orders. The shipping trade has been somewhat handicapped of late on account of the light movement from the north, but from now on we can look for a lively trade. The

with but little pith. The stems are thus strong enough to carry the head without drooping.

A permit has been granted to the Milwaukee Malting Company of Milwaukee, Wis., for the erection of a grain warehouse costing \$2,000.

According to consular reports from Budapest, the Hungarian barley crop this year is considered satisfactory but excessive rainfall damaged the quality of the grain. It is stated that the kernels are not as hard as usual and that the desirable white color of fine Hungarian barley is rare this season. The crop totals 73,486,667 bushels, from 3,000,108 acres, against 72,119,356 bushels from 2,786,710 acres in 1912. In 1911 Hungary exported 230,703 metric tons, valued at \$9,291,983, for brewing purposes, and 16,539 tons, worth \$618,833 for food purposes.

Strauss & Co., of London, have announced that they have opened an office in the Board of Trade Building at Portland, Ore., and will conduct a business as barley exporters in connection with their London office. The Portland office will be under the management of J. P. Livingston, who has been employed by Strauss & Co., at San Francisco, for the past seven years.

It is stated that the P. H. Rice Malting Company, of Winnipeg, Man., has completed negotiations for the erection of a malting plant and elevator in Lethbridge, Alta., to cost \$200,000. It will include a plant for the manufacture of floor malt with a capacity of 400,000 bushels of malt annually and a 100,000-bushel concrete elevator. The new industry is incorporated under the name of the Lethbridge Malting Company, with a capitalization of \$350,000.

call at present from the outside is for light mixed bay, heavy mixed, clover and timothy, also clear clover. A firm feeling prevails in the Prairie market. Arrivals are now quite light while demand is improving. It would appear to be just the time to start shipments. The offerings of alfalfa are small, so much so as to restrict trading. A large amount of alfalfa can be disposed of here and at satisfactory prices and we advise shippers to let a share of their alfalfa come this way."

HAY IN PITTSBURGH

Samuel Walton Company, Pittsburgh, Pa., reports November 7:

"The receipts of hay during the week have been considerable larger, the result of which prices are now being affected as you will note by the quotations below and with the railroad companies reporting large billings of hay in transit destined to this market we do not anticipate any improvement in the situation in the near future. Shippers having low grades of hay such as No. 3 timothy we would advise routing to Pittsburgh via the Pennsylvania line.

"The receipts of Indiana Prairie packing hay have been rather liberal with the demand light and prices somewhat lower. The receipts of straw have been exceedingly light with the market firm—all arrivals finding ready sale. There has been a liberal supply of oats with the market weak and prices lower. A few cars of old No. 2 yellow ear corn or a few split cars of the same and standard or better white oats can be handled to advantage.

"The receipts of new ear corn are quite liberal with the demand quite limited and the market not firm. There is a scarcity of old No. 2 yellow shelled corn on this market with a strong demand and prices somewhat higher."

THE HAY MARKET IN GREECE

According to consular reports from Athens, Greece, the consumption as well as the production of hay in Greece is small. The annual crop of hay proper amounts to about 18,043 metric tons. This is practically all produced from a variety of clover. In addition to this, barley and oats are grown for stock feed. The principal fodder of the country is "sanos," a product made of barley and oats cut with the heads on and dried and cured in the sun. For this purpose about 41,000 tons of barley and 9,466 tons of oats are raised annually.

There has been a little experimenting with alfalfa, but it is not generally used. It seems probable that with the contemplated increase in the Greek military forces, there will be a small but steady demand for foreign-grown hay for the use of the cavalry and artillery.

FIRES-CASUALTIES

The hay warehouse of John L. Howard at Oak land, Cal., was recently damaged by fire.

The Victoria Elevator at Craven, S. D., containing 6,000 bushels of oats, recently collapsed.

The Los Angeles Hay and Grain Company, of Los Angeles, Cal., recently suffered a fire loss of \$25,000.

The elevator of the Grain Growers' Grain Company, Ltd., at Lenore, Man., was destroyed by fire recently.

It is reported that incendiaries made an attempt to fire an elevator at Coburg, Iowa, recently, without success.

Fifty tons of hay were destroyed in a fire which damaged the warehouse of L. Landreth & Co., at Whittier, Cal.

Lightning recently struck the cupola of the Neola Elevator at Stillman Valley, Ill., tearing several holes in the roof.

An overheated bearing in the elevator of the Topeka Milling Company at Topeka, Kan., caused a slight fire recently.

While remodeling the Parr Elevator at St. Johns, Mich., Marshall Pitts, a carpenter, fell from a staging and was seriously injured.

Christ Klammer, of Preston Lake, Minn., caught his hand in a grain elevator last month, badly crushing and lacerating the member.

The San Mateo Feed and Fuel Company, of San Mateo, Cal., suffered a loss of \$20,000 when its hay barns and feed shed were destroyed by fire.

The Branch Grain and Feed Company's elevator and mill at Martinsville, Ind., were destroyed by fire on November 7, with a loss estimated at \$15,000.

John L. Cleveland's grain house at Cleburne, Texas, was burned on October 15, and the loss, including damage to neighboring buildings, was \$10,000.

Damage to oats amounting to \$1,750 was caused by a fire in the plant of the Walnut Springs Mill and Elevator Company at Walnut Springs, Texas, recently.

Claude Thompson, who is employed in the elevator at Burney, Ind., was the victim of a painful accident on October 30, when he caught his hand in some machinery.

In a \$140,000 fire at Oneida, N. Y., on October 19, the Oneida Milling Company lost an elevator, warehouses and other buildings valued at about \$15,000, covered by insurance.

An overheated stove in the office of the Dodge Elevator at Wilton, N. D., started a fire on October 23, which was checked by a bucket brigade before much damage was done.

Albert Warren Kumpf was smothered to death when caught by a slide of feed in a hopper at the plant of the Corn Products Refining Company at Pekin, Ill., on October 22.

Joe Ely's elevator and mill at Sharp (R. F. D. from Benton), Ky., were destroyed by fire last month, the loss being total with no insurance. Mr. Ely has decided to rebuild.

The plant of the Canada Malting Company at Winnipeg, Man., together with 50,000 bushels of malt and barley was destroyed by fire on October 28, entailing a loss of \$100,000.

Several firemen were seriously injured on October 15, when the six-story malt house and elevator building of the Northwestern Brewery, Chicago, was burned with a loss of \$200,000.

The elevator of the Canadian Pacific Railroad at Transcona, Man., was partially wrecked recently when it sank into the ground several feet. Further details are given elsewhere in this issue.

With an estimated loss of \$500,000 in grain, the Advance Elevator at East St. Louis, Ill., burned to the ground on October 20. The fire was a spectacular one and the grain smoldered for several days.

One of the new concrete storage tanks of the Ismert-Hincke Milling Company at Kansas City, Mo., burst last month, owing to faulty construction, and about 5,000 bushels of grain were spilled.

The grain, feed and machinery warehouses of O. J. Barnes at Grand Forks, N. D., were entirely destroyed by fire last month, the loss amounting to about \$60,000, partially covered by insurance.

The Van Dusen-Harrington Elevator at Buxton, N. D., operated by the National Elevator Company, slid from its foundation on November 3, when a bin burst and about 6,000 bushels of wheat were spilled. Nearly 20,000 bushels of grain were stored

in the house and it is believed that the unusual weight caused the accident. The building slid about 20 feet.

Fire of unknown origin destroyed the 30,000-bushel elevator of the Ogilvie Flour Mills Company, Ltd., at Irvine, Alta., recently. The house was erected this year and contained much grain.

The Farmers' Elevator at Roelyn (R. F. D. from Moorland), Iowa, was burned on October 29. The total loss on the grain and building was about \$13,000, \$5,000 of which was covered by insurance.

The Belt Line Elevator at Superior, Wis., was damaged by fire to the extent of \$600 recently. The fire started in the basement under one of the legs and is believed to have been caused by a hot journal.

H. E. Ensley's elevator at Chatham, Ill., was destroyed by fire on October 7. The blaze spread to a neighboring lumber yard and the total loss was estimated at \$15,000, partially covered by insurance.

John Larson, a workman on the new concrete building of the Square Deal Grain Company at Morris, Ill., undermined a large pile of cement bags recently and was buried under them but he was not seriously injured.

The gasoline storage tank in connection with the house of the Farmers' Grain Company at Britton, S. D., exploded on October 20, but rapid work saved the elevator from a serious fire. Vice-president Geo. Elson was slightly burned.

The roof of the old City Mill at Petersburg, Ill., was badly damaged by fire on October 14. The house is used as a warehouse by Lillenstein & Nusbaum, and contained about 50 tons of hay. The loss is fully covered by insurance.

George M. McElhiney's elevator at Midland City, Ill., was totally destroyed by fire on October 14, the blaze originating from engine sparks. The house contained 10,000 bushels of oats which were a perfect loss. The entire loss was about \$10,000.

Sparks from a passing engine ignited the private elevator of W. M. Sheibley on his farm near Streator, Ill., and it was burned together with an oat bin containing 4,500 bushels of grain on October 15. The loss was \$6,000, partially covered with insurance.

A quantity of water-soaked grain from the plant of the Clover Leaf Milling Company, Buffalo, N. Y., recently destroyed by fire, was consumed in a fire that destroyed an old malt house at Niagara Falls, N. Y., last month. The loss to the building was \$30,000.

E. E. Conner, manager of the McCaull-Webster Elevator Company at Aberdeen, S. D., suffered painful injuries on October 27, when he stepped through a weak place in the floor while at work in the second story of the warehouse and fell through to the first floor.

Bingham Bros.' elevator at Sanborn, Minn., was destroyed by fire on October 16, the cause unknown. The building was valued at \$6,000, fully covered by insurance. About 4,000 bushels of grain were also consumed. It is stated that Bingham Bros. will probably rebuild.

Thomas Lunney, an employe of the Hart Grain Weigher Company, Peoria, Ill., narrowly escaped death on October 18, when a descending elevator struck him on the head inflicting serious injuries. It is said that the man put his head in the elevator shaft to locate the car when the accident occurred.

Fire evidently caused by friction in the shaft leading from the basement to the cupola of the Hauser Malting Company's plant at St. Paul, Minn., caused a loss of \$30,000. Several minutes after the blaze was discovered the entire building, which covers half a block, was in flames, and the loss is said to be total.

The Farmers' Elevator at Hanley Falls, Minn., was struck by lightning last month and the building was completely destroyed by the fire that followed. There were about 14,000 bushels of grain in the house, part of which was insured. The building was insured but it is said that the company's loss was heavy.

At midnight on October 15, fire broke out in the plant of the Chehalis Produce Company at Chehalis, Wash., and before the flames were extinguished about \$22,000 worth of damage was done, according to the estimate of I. P. Callison of Aberdeen, Wash., owner. The company had in storage quite a large stock of wheat, oats, soy beans, flour, etc. The greatest damage was done to the stock by water.

The company has rented a warehouse and business will be continued as usual.

The large hay storage barn of A. J. Peters at Tempe, Ariz., was destroyed by fire on October 20 together with 1,600 tons of hay, valued at \$20,000. In all the loss was \$26,000, the corrugated steel building being valued at \$6,000. There was partial insurance, \$4,600 on the building and \$13,000 on the contents. The building adjoined the Arizona Eastern Railroad tracks and was 300x50 feet on the ground.

The elevator of the J. B. Horton Company at Memphis, Tenn., was burned on October 17, with a loss estimated at \$25,000, partly covered by insurance. The building was four stories in height and about 100x60 feet on the ground. A large quantity of grain was in storage. The office and an adjoining warehouse were saved. The elevator was erected about two years ago and was purchased from the West Tennessee Grain Company by Mr. Horton last December. The plant will be reconstructed.

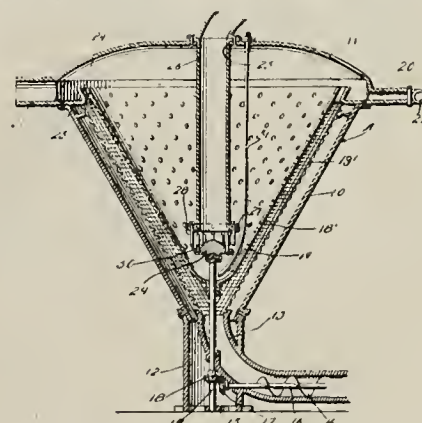
Firemen fought a fire in the McGee Elevator at Minneapolis, Minn., for 48 hours recently. The blaze was discovered in a bin, containing 125,000 bushels of screenings, about 20 feet above the ground. Squads of three firemen each were detailed to stand eight-hour watches over the fire, with one hose line pouring water into the grain through the chute at the bottom of the large bin, while 20 laborers worked to empty the bin. Sixteen freight cars were filled during the long vigil and it is estimated that about \$5,000 worth of grain was destroyed. It is said that the bin was not injured.

GRAIN TRADE PATENTS

Issued on October 14, 1913

Grain-separator.—Samuel J. Rice, Escanaba, Mich. Filed February 8, 1912; renewed August 12, 1913. No. 1,075,942. See cut.

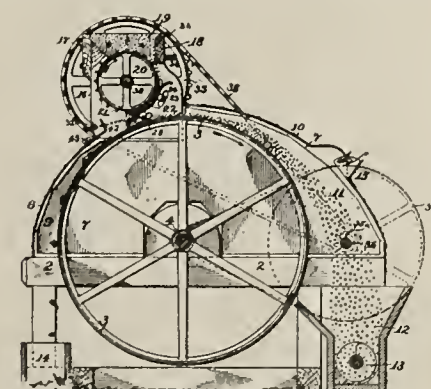
Claim.—In a grain separator, the combination of an inverted conical casing having its minor end open, a shaft extending through the opened minor end of the casing, means for rotating said shaft, an inverted conical perforated member fixed to said shaft and disposed concentrically in the casing in spaced relation to the latter and having its major end open, a grain delivery pipe disposed in longitudinal alignment with said shaft and discharging into the lower end of said perforated



member, a plurality of pins depending from the discharge end of said grain delivery pipe, a head fixed on said shaft and disposed within the perforated conical member at the minor end thereof, a plurality of pins carried by said head and disposed between the pins depending from the grain delivery pipe, means for effecting a blast of air transversely through the casing across the upper end of said perforated conical member, and means for discharging a blast of air into the perforated conical member at the lower end thereof.

Seed-cleaning Machine.—Alfred D. Kennedy, Greenville S. C., assignor of one-half to American Machine and Manufacturing Company, a corporation of North Carolina. Filed March 5, 1913. No. 1,075,480. See cut.

Claim.—In a seed cleaning machine, a large rotating separating drum, combined with a small feed cylinder having projections arranged above the separating drum, a hopper for supplying seeds to the upper portion of the



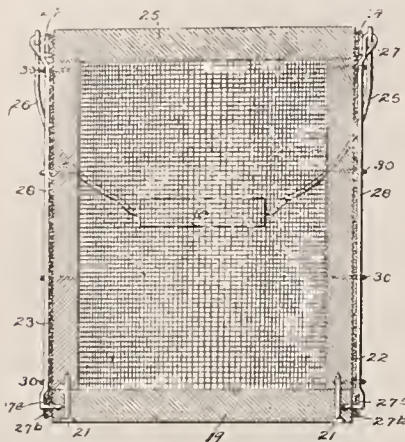
feed cylinder, a yielding back to the hopper to normally prevent seed passing freely between the cylinder projections and hopper back but which yields for the passage of large foreign hard substances, an adjustable feed apron extending under the feed cylinder and axially pivoted thereto, and means for adjusting the feeding end of the apron in the plane of rotation of

the separator drum, whereby the seed may be delivered to the separating drum at various positions in advance of a vertical plane through its axis.

Issued on October 21, 1913

Seed-corn and Grain Crate.—Andrew F. Howden, Skidmore, Mo. Filed January 22, 1910. No. 1,076,038. See cut.

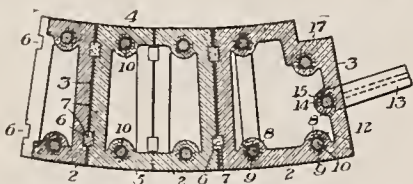
Claim.—A seed receptacle comprising a solid bottom, oppositely disposed upstanding ribs carried thereby, a cylindrical foraminous wall externally surrounding said bottom and ribs and projecting above the upper ends of



the ribs, a clamping band inclosing the lower end of said wall, a clamping band inclosing the upper end of said wall, oppositely disposed external reinforcing strips having spurs at their lower ends that project through the lower clamping band, the lower end of said wall, and engage said bottom, the upper ends of said strips being provided with ears, fasteners for said strips extending through the wall and engaging the ribs, a cover fitted within the projecting upper ends of the wall and seated on the upper ends of said ribs, and a bail engaging said ears.

Silo and Building Tile Therefor.—John Merley Canton, Ohio, assignor, by mesne assignments, to the Union Trust Company of Pittsburgh, trustee. Filed July 28, 1911. No. 1,076,597. See cut.

Claim.—A silo composed of superimposed horizontal courses of tiles, each tile having a vertical opening extending, therethrough, the tiles of one course being in staggered relation with the tiles in adjacent courses

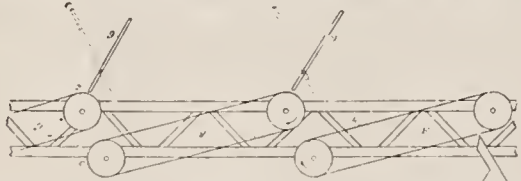


so that there is a single air space formed by said openings between the inner and outer shells of the silo, there being a plurality of vertical perforations through the walls of each of the tiles, the perforations through the tiles in one course registering with perforations in adjacent courses, securing devices in said perforations for securing the tiles of one course to the tiles in adjacent courses, and means for securing adjacent tiles in the same course to each other; substantially as described.

Issued on October 28, 1913

Conveying Apparatus.—Zygmunt Rodakowski, Lemberg, Austria-Hungary. Filed July 28, 1913. No. 1,077,162. See cut.

Claim.—In a conveying apparatus the combination of a frame; pulleys arranged in diagonally disposed pairs journaled on said frame; an endless conveyor belt



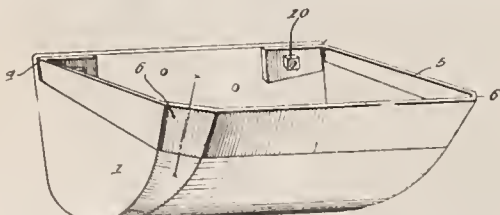
mounted to travel on each pair of said pulleys, each of said belts having its delivery end disposed above and beyond the receiving end of its respective succeeding belt, and providing a space for the passage of material; a distributing gate swingingly mounted beneath each of said passages; and an independent driving means for each of said belts whereby the several belts may be simultaneously operated in different directions and at variable speeds, substantially as described.

Issued on November 4, 1913

Conveying Apparatus.—Heinrich Seck, Dresden, Germany. Filed August 1, 1911. No. 1,077,918.

Elevator Bucket.—Hugh J. Maguire, Kellogg, Idaho. Filed January 26, 1912; renewed July 7, 1913. No. 1,077,844. See cut.

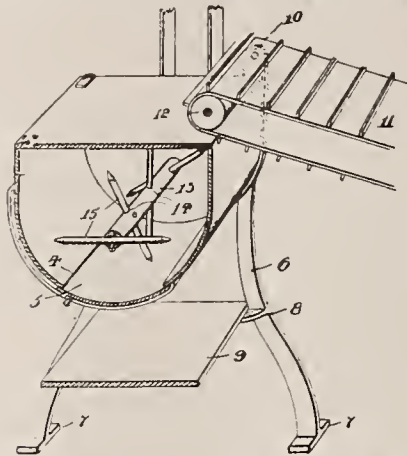
Claim.—In combination an elevator bucket having spaces formed between the back and the upper edge portions of the sides, a lip detachably fitted to the upper portion of the bucket and having portions fitting against



the upper part of the back and entering the spaces formed between said back and the upper portions of the sides, and securing means between the said lip and the bucket.

Feed Mixer.—Robert Henry Driscoll, Aylmer, Quebec, Canada. Filed June 12, 1912. No. 1,077,814. See cut.

Claim.—A feed mixer, comprising a semi-cylindrical casing having a removable cover and an outlet through the bottom opposite the open top and closed by a sliding door, means for distributing during feeding, a shaft



journaled in the ends of said casing, means for driving said shaft, and rods pointed at the ends and inserted through the shaft at various angles and distances in relation to one another and forming stirrers adapted to catch the ingredients in different places and conditions and mix them.

CROP REPORTS

GOVERNMENT CROP ESTIMATE

The Crop Reporting Board of the Bureau of Statistics of the United States Department of Agriculture estimates, November 10, 1913, from the reports of the correspondents and agents of the Bureau, as follows:

Corn.—Percentage of 1912 crop on farms November 1, 1913, is estimated at 4.4 per cent (137,972,000 bushels), against 2.6 per cent (64,764,000 bushels) of the 1911 crop on farms November 1, 1912, and 3.8 per cent, the average of similar estimates of the past ten years.

The average of yields this year of all crops combined, duly weighted by States, compared, first, with last year and, second, with the average yields of recent years is given below:

States—	Production 1913 compared with 1912. aver.	P.C.	P.C.	States—	Production 1913 compared with 1912. aver.	P.C.	P.C.
Maine	100.9	101.6		North Dakota...	70.4	98.2	
New Hampshire...	76.6	89.2		South Dakota...	72.9	81.8	
Vermont	85.2	97.7		Nebraska	83.0	78.0	
Massachusetts...	91.4	95.9		Kansas	54.8	61.4	
Rhode Island...	102.9	101.4		Kentucky	82.3	82.9	
Connecticut	93.5	95.9		Tennessee	88.9	88.1	
New York	87.4	90.8		Alabama	99.3	101.0	
New Jersey	95.4	101.2		Mississippi	101.4	98.6	
Pennsylvania...	90.3	98.0		Louisiana	104.2	101.5	
Delaware	89.4	97.1		Texas	94.9	103.2	
Maryland	87.0	93.3		Oklahoma	56.8	61.7	
Virginia	106.5	106.6		Arkansas	94.6	94.5	
West Virginia...	78.3	93.3		Montana	90.6	93.9	
North Carolina...	101.7	103.5		Wyoming	95.9	91.9	
South Carolina...	104.0	105.9		Colorado	90.8	88.8	
Georgia	107.2	103.9		New Mexico	86.1	83.6	
Florida	103.5	111.1		Arizona	108.9	116.0	
Ohio	91.2	97.2		Utah	90.5	92.2	
Indiana	92.6	95.4		Nevada	92.3	104.7	
Illinois	73.3	80.0		Idaho	96.8	101.6	
Michigan	92.9	93.6		Washington...	95.6	101.0	
Wisconsin	100.6	109.7		Oregon	91.2	104.5	
Minnesota	97.7	114.6		California	89.6	88.4	
Iowa	82.9	102.4		United States...	86.9	93.3	
Missouri	65.6	71.1					

Reports from Mandan, N. D.: "Less than a thousand bushels of grain marked in Mandan this fall has fallen under a grade of No. 1 northern and elevator men say this record is one of the most remarkable in the state."

Lafayette, Ind., wired E. W. Wagner: "Farmers say this is great weather for corn curing. Husking returns coming very slowly. So far rather disappointing. No old corn moving and very little new. No oats moving. Farmers seem inclined to hold for higher prices."

Argentine corn for distilling purposes is said to contain only 46 to 48 per cent of convertible starch, against 56 to 60 per cent for the domestic product, which distillers at Peoria say would necessitate their buying the Argentine corn at about 10 cents per bushel under American corn.

A Decatur, Ill., wire to Chicago said: "A farmer west of Decatur tells me he has 100 acres of corn and will make 40 bushels; another has 80 acres and will make 50 bushels. They say southwest Macon county and northeast Christian county will average 40 bushels; some husking today."

Recent investigations and the compilation of figures, gives Wisconsin the credit this year of producing 5,200,000 tons of hay, which 1,100,000 tons was clear timothy; 2,500,000 tons was mixed timothy and clover; 200,000 tons was clear clover and 50,000 tons was alfalfa. In the distribution of production to counties, Waushara is credited with 49,

000 tons; Portage with 58,000; Waupaca with 99,600 and Wood with 63,000; Dane county produced the most, 182,000 tons, and Vilas the smallest, 1,000 tons.

Michigan November crop report, as wired by King of Toledo, made the corn crop 53,500,000 bushels, against 51,000,000 bushels last year; wheat crop 12,800,000 bushels, against 5,250,000 bushels last year, and clover seed 234,000 bushels, against 190,000 bushels last year. Winter wheat condition is 95, against 90 last year.

Oklahoma's November report, as forwarded by Specialist Frank I. King of Toledo, makes the corn yield per acre this year 15½ bushels, as against 12 estimated in October and 19¼ a year ago, when the crop was 102,000,000 bushels. Wheat acreage has increased 30 per cent. Crop starts with excellent prospect, best in years.

One of the largest and most conservative cash houses at Minneapolis says there was more and better fall plowing in North Dakota this fall than ever before. Its reports indicate 60 per cent of the crop has left first hands in that state, but the percentage of movement in Minnesota is considerably less than in North Dakota. Reserves in country elevators are much larger than last year.

Broomhall says indications point to continued light world's shipments of wheat other than American. India is buying from the Punjab to supply a native demand, owing to the bad outlook in India. Russia is shipping lightly and navigation there will shortly come to a close, and the closing of navigation on the great lakes will curtail Canadian export; therefore, the situation in Argentina is of paramount importance.

A new estimate of the Canadian crops which was submitted recently gives the following official figures: Total estimated wheat production of Canada for 1913, 207,575,000 bushels, an increase of 8,339,000 bushels over the yield of 1912. The yield per acre was 21.12 bushels, against 20.42 bushels last year. Yield of oats, 391,418,000 bushels, an increase of 30,000,000 bushels; barley, 44,348,000 bushels, an increase of 344,000 bushels; rye, 2,559,000 bushels; flax, 14,913,000 bushels; corn, 14,086,000 bushels. For the three Northwest provinces the total yield of wheat is estimated at 189,116,000 bushels; oats, 239,595,000 bushels; barley, 27,904,000 bushels; rye, 686,000 bushels; and flax, 14,808,000 bushels. Last year the three provinces had 183,000,000 bushels wheat and 221,000,000 bushels oats.

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antee satisfactory service.

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market will be sent daily
upon request.

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Members the Cincinnati Chamber of Commerce

CINCINNATI — — OHIO

OBITUARY

Wyckoff Linnington, a retired hay and grain merchant, recently passed away in New York City, at the age of 88 years.

Alfred Dawson, a member of the Chamber of Commerce, Milwaukee, Wis., died in London recently, as the result of a surgical operation.

William H. Fuhr, retired grain broker and miller, passed away at Etna, Pa., last month, at the age of 72 years. Mr. Fuhr was a Civil War veteran.

George Blair, aged 71 years, was found dead at his home in Benbow City, Ill., on October 21. He was formerly employed as a grain buyer at Roodhouse, Ill.

John M. Berry, aged 76 years, prominent grain and coal dealer, of La Grange, Ky., passed away on October 20. He is survived by his wife and four daughters.

N. J. Preuss, grain buyer for the North Dakota Grain Company at Dazey, N. D., suddenly died on a Northern Pacific train on October 22. He was about 33 years of age.

Charles M. Howe, one of the oldest members of the Chicago Board of Trade, passed away at his home in Evanston, Ill., recently. He had not been active in the trade of late.

H. G. Samuels, for many years with Logan & Bryan, grain commission merchants of Chicago, and lately their San Francisco agent, died in the latter city recently following an operation.

Geo. H. Dettler, manager of the Farmers' Elevator Company at Sylvia, Kan., was accidentally shot in the leg on October 15 while on a hunting expedition and died from the effects of the amputation of the limb.

Christian Foell, aged 79 years, a well known grain dealer, died last month at his home in St. Louis, Mo., after a brief illness. Mr. Foell had been a member of the St. Louis Merchants' Exchange for more than 50 years.

Joseph P. Clemens, manager of the elevator of the Fleischmann Malting Company, Louisville, Ky., recently died as the result of an operation. He was 56 years of age and had been manager of the house for many years.

John W. Thatcher, well known grain and lumber merchant of De Graff, Ohio, suddenly died of apoplexy at his home on October 30. Mr. Thatcher was a veteran of the Civil War, and is survived by his wife, one son and six daughters.

John O. Jensen, treasurer of the Farmers' Elevator Company, Sharon, N. D., was instantly killed on October 15, when his automobile turned turtle, pinning him under the machine. Mr. Jensen was 42 years of age and is survived by his wife and two children.

Geo. A. Whipple, aged 89 years, passed away recently at Providence, R. I., where he had formerly been engaged in the grain business for more than 30 years. At one time he was connected with D. H. Leach in the grain business and for a number of years was city sealer.

Robert M. Ballentine, formerly active on the Chicago Board of Trade as a broker for Armour & Co. and other firms, passed away at St. Luke's Hospital in Chicago on October 22. He was 63 years of age and his physical breakdown is said to have followed loss of money in an unfortunate speculation. During the last three years he had been filling a post with the Law and Order League. He is survived by his wife and one daughter.

Solomon J. Woland, president of the Farmers' Grain, Coal and Lumber Company, of Hartsburg, Ill., died at his home in Lincoln, Ill., on October 14, following several weeks' illness from heart trouble. He was born in Pennsylvania in 1844 and at the age of 11 years moved with his parents to Illinois. During the Civil War, Mr. Woland saw service with Company D, 145th Regiment, Illinois Infantry. He was a member of the Logan County Bar Association and for four years was city attorney of Lincoln. He is survived by his wife, one son and a daughter.

Charles G. Gates, son of the late John W. Gates, died suddenly in a Burlington depot near Cody, Wyo., on October 28. He, with a party of friends, had just completed a 33-days' hunting trip. He was born at Turner Junction, Ill., on May 21, 1876. He began his commercial career at the age of 17 years as a bill clerk in the Consolidated Steel and Wire Company. When he was 21 years old he was made junior member of the stock and grain brokerage firm of Baldwin, Gurney & Co., which dissolved in 1899. Later he had extensive interests with his

father, and was officially connected with several railroads and banking concerns. He leaves a wife but no children.

Maurice L. Satterwhite, aged 69 years, for over 30 years chief grain inspector for the Board of Trade at Louisville, Ky., passed away last month at his home in that city. He had spent all of his life in Louisville and served in the Confederate Army. About 18 months ago he resigned his position with the Board of Trade. He is survived by his wife and a son.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS AND MILLS

AT A BIG BARGAIN—TEXARKANA MILL AND ELEVATOR FOR SALE

The plant is situated on East Broad St., at the corner of College Hill Road in Texarkana, Ark. There is a railroad siding on the north side along the plant, also a siding on the south side of the plant; ample track facilities for storing cars. The main building is brick for the first story, the balance is galvanized iron. The floor space of the main building is about 40x100 to 110 feet. The main building contains three Nordyke & Marmon Meal Mills; one Willford Three-Roller Chop Mill; one No. 6 Barnard & Leas Oat Clipper; one Barnard & Leas Corn Separator; one Nordyke & Marmon Double Cylinder Meal Drier; one Barnard & Leas Bran Packer; two Barnard & Leas Meal Packers; one Howe Hopper Scale, 100,000 bushels' capacity; two Howe Platform Scales; one Fairbanks Platform Scale; one Fairbanks Scale on rollers; one Power Grain Shovel; one Barnard & Leas Bran Shaker; one No. 4 Barnard & Leas Smutter for corn; one 30x72 meal shaker; three Barnard & Leas Round Scalpers; one No. 7 Cyclone Dust Collector. Sixteen large bins holding about 4,000 to 5,000 bushels each of grain, 13 small bins holding from 1,000 to 1,500 bushels each. All bins are cribbed, hopped bottoms with spud and slide, elevator legs, shafts, pulleys, belts to complete same.

Engine room adjoining: One 14x15 Corliss steam engine, fly-wheel 10-foot diameter; one steam boiler 60 inches by 16 feet, complete with dome set in brick, arranged for natural gas, with four Quilan Gas Burners; one Westinghouse K. W. generator slate switchboard; one Duplex Boiler Feed Pump; one water tube, feed water heater; one oil separator.

One warehouse adjoining main building, about 60x100, two walls of which are brick, two walls iron clad, composition roof.

Adjoining above warehouse: One brick warehouse, about 30x100, composition roof, cement floor, platforms along the north side along the building all the way and platform in rear of main building.

Water supply for boiler derived from well, also connected with city water plant, entire elevator building piped for fire protection with two-inch hose openings connected with two-inch hose on each floor. Basement under main building, 40x100 to 110 feet.

Plant was built eight years ago at a cost of \$46,000; if sold soon will take \$11,000 net cash. If you are interested in such a plant, it will pay you to investigate the above. For further particulars, write J. E. MUGGE, San Antonio, Texas.

ELEVATORS AND MILLS

ELEVATOR FOR SALE

In southwest Iowa, 25,000 bushels' capacity. In good shape in every way. Reason for selling, to settle estate. Write BOX 93, Shenandoah, Iowa.

FOR SALE

Elevator and flouring mill in fine grain country. Nearest mill 11 miles. No better location in Indiana. Money proposition. Might take small farm in northeast Indiana as a partial payment. BOX 194, Shirley, Ind.

HOW TO SELL YOUR ELEVATOR

If you wish to sell your elevator promptly and quietly, write me, giving all the information. Must be worth the money. JAMES M. MAGUIRE, Campus, Ill.

ELEVATORS FOR SALE

Have a nice lot to select from at prices from \$3,000 up. Write and let me know how much you wish to pay. Am sure I can suit. JAMES M. MAGUIRE, Campus, Ill.

FOR SALE

Elevator, grain and coal business in northern Illinois town. Handles 350,000 bushels grain and 1,200 tons coal annually. For particulars, address ILLINOIS, Box 10, care "American Elevator and Grain Trade," Chicago, Ill.

MACHINERY

FOR SALE

A 75-horsepower, 4-valve Atlas Engine; 125-horsepower boiler, also Atlas make, smokestack and brick building included. All are in first-class condition. Price \$1,500. W. H. LEWIS, Alma, Nebr.

FOR SALE

One 25-horsepower White & Middleton Gas Engine, complete and in perfect condition, \$300; also 10-horsepower Backus Gas Engine, \$125. DUZETS & SON, Hudson Terminal, New York City.

FOR SALE

16-horsepower horizontal Badger Engine.....\$265
18-horsepower horizontal Otto Engine..... 235
25-horsepower horizontal Pierce Engine..... 285
BADGER MOTOR CO., Milwaukee, Wis.

FOR SALE

Machinery and equipment complete of 1,500-barrel mill, Nordyke & Marmon Sifter System; is all nearly new, having been used only two years. Will sell all together, or any part of same. The equipment includes 150-horsepower Hamilton Corliss Engine and one 1,000-horsepower Reynolds Corliss Engine, vertical. HARTZ MACHINERY CO., 607 Arch St., Philadelphia, Pa.

FOR SALE CHEAP

One 35-horsepower Smith Gas Producer.
One 30-horsepower Fort Wayne Foundry & Machine Co., Horizontal Gas Engine.
Complete with muffler and gas expansion reservoir for attachment to artificial gas line, if desired. Operated about five years with perfect success. ECONOMY GLOVE COMPANY, Fort Wayne, Ind.

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61 Board of Trade, CHICAGO

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Special AttentionPhone
Harrison 7228Orders in Futures
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**Miscellaneous
Notices**

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

WANTED

Information regarding good elevator or mill for sale. Send description and price. NORTHWESTERN BUSINESS AGENCY, Minneapolis, Minn.

HAY AND GRAIN WANTED.

All grades of wheat, corn, oats, hay, straw, milling buckwheat, bran, middlings, reddog, potatoes, cabbage, onions and apples. C. T. HAMILTON, New Castle, Pa.

FOR SALE CHEAP

One thousand four hundred acres in the beautiful Stanley country in Taylor County, Wis. Rich, new clay loam. One-fourth to four miles from Lusk and Gilman. BOX 38, Dyersville, Iowa

TO EXCHANGE FOR ELEVATOR WORTH THE MONEY

Good quarter of land well improved. Plenty of water; large house; large barn; shade trees; small orchard. On rural route and telephone line. C. E. McILVAIN, East LeRoy, Mich.

WISCONSIN LANDS FOR SALE

Can furnish retired business men, clerks, bookkeepers and others fine farms, five acres and up to 1,000, near railroad stations and good markets, cheaply and on easy payments. Write for particulars to STEPHENSON LAND & LUMBER CO., Oconto, Wis.

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Desirable 10-room, gray stone front residence, in best residence section of Chicago, Kenwood. Modern and complete in all respects. Close to Illinois Central suburban and electric street lines, 15 minutes to the city. Having left Chicago will sell same at bargain or trade for central Illinois land or desirable country elevator in central Illinois. Price \$9,000. CENTRAL ILLINOIS, Box 11, care "American Elevator and Grain Trade," Chicago, Ill.

BAGS**WANTED**

Second-hand bags and burlap. We pay highest cash prices. FULTON BAG & COTTON MILLS, Dept. D., St. Louis, Mo.; New York, N. Y.; Dallas, Tex.; Atlanta, Ga.; New Orleans, La. Write to the house nearest you for prices.

FOR SALE—BURLAP BAGS OF EVERY KIND

New or second-hand, plain or printed with your brand; seamless cotton grain bags; sample bags; burlap, cotton, sheeting, or paper for car lining, etc.

Wanted: Second-hand bags; best prices paid. WILLIAM ROSS & CO., 409 N. Peoria St., Chicago, Ill.

**Grain and
Seeds****SEEDS FOR SALE**

Medium and mammoth clover seed. Send for samples. A. B. COHEE & CO., Box 6, Frankfort, Ind.

FLOUR AND MILL FEEDS

Mixed cars of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. ANSTED & BURK CO., Springfield, Ohio.

SEEDS WANTED

We solicit correspondence from shippers or dealers who are in position to offer us, or can secure for us, Timothy, Red, Alsike or Alfalfa, Clover, Millet, Red Top or other Field Seeds. Write us, with crop news, samples, and other information as to production of seed and approximate values in your section. Please refer to this advertisement.

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 THAT'S ALL TRY US
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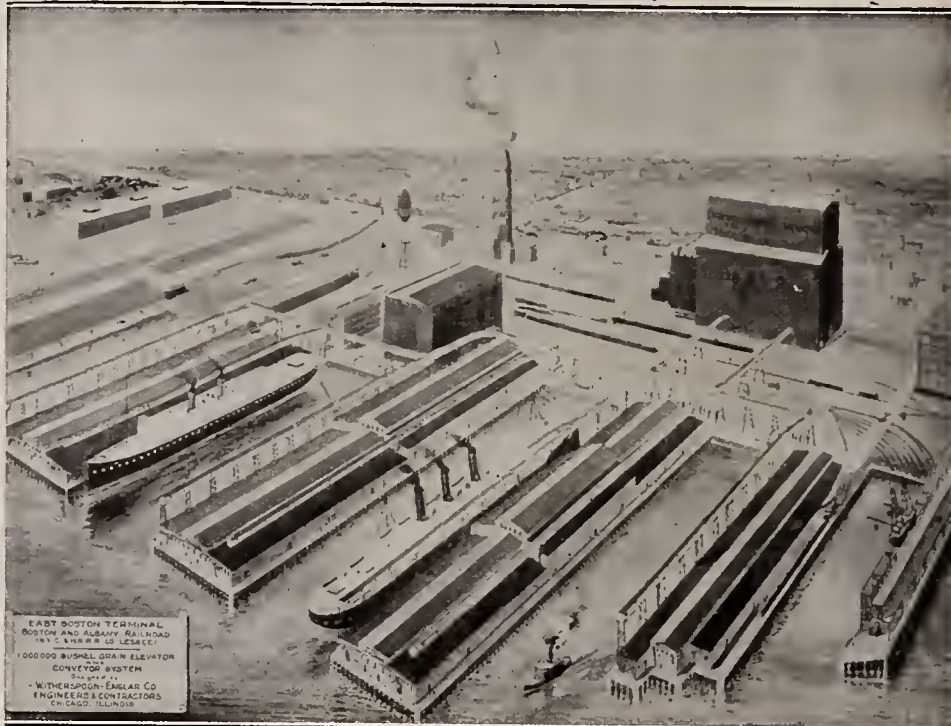


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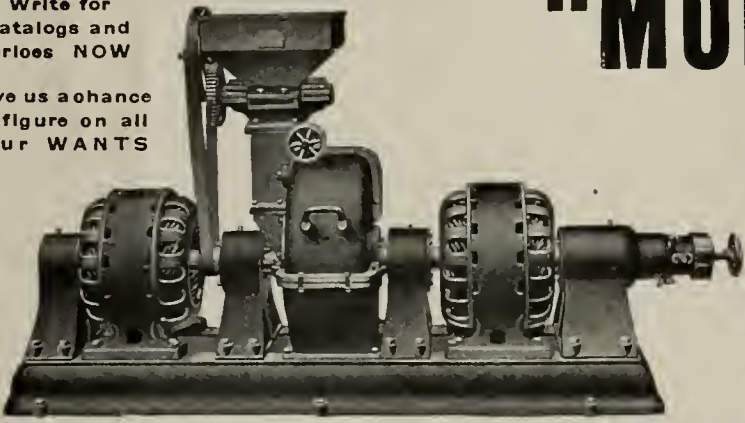
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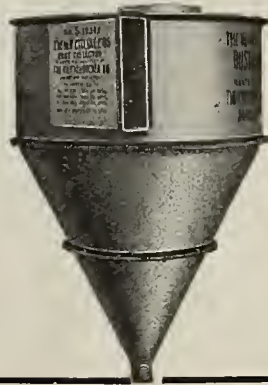
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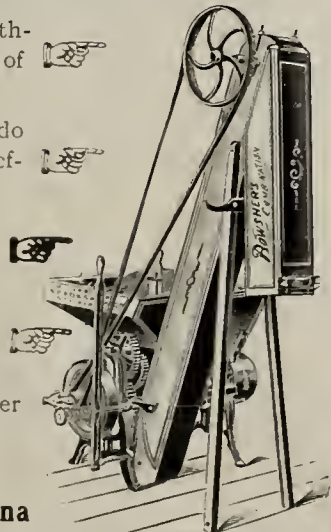
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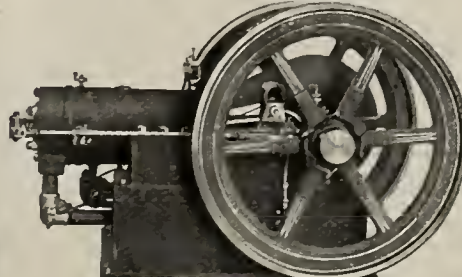
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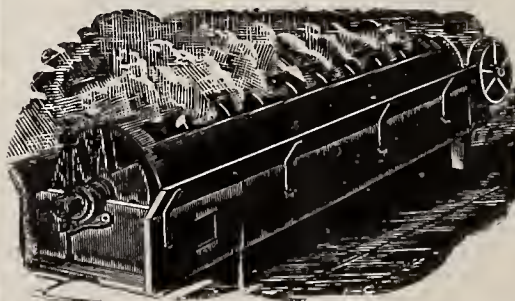
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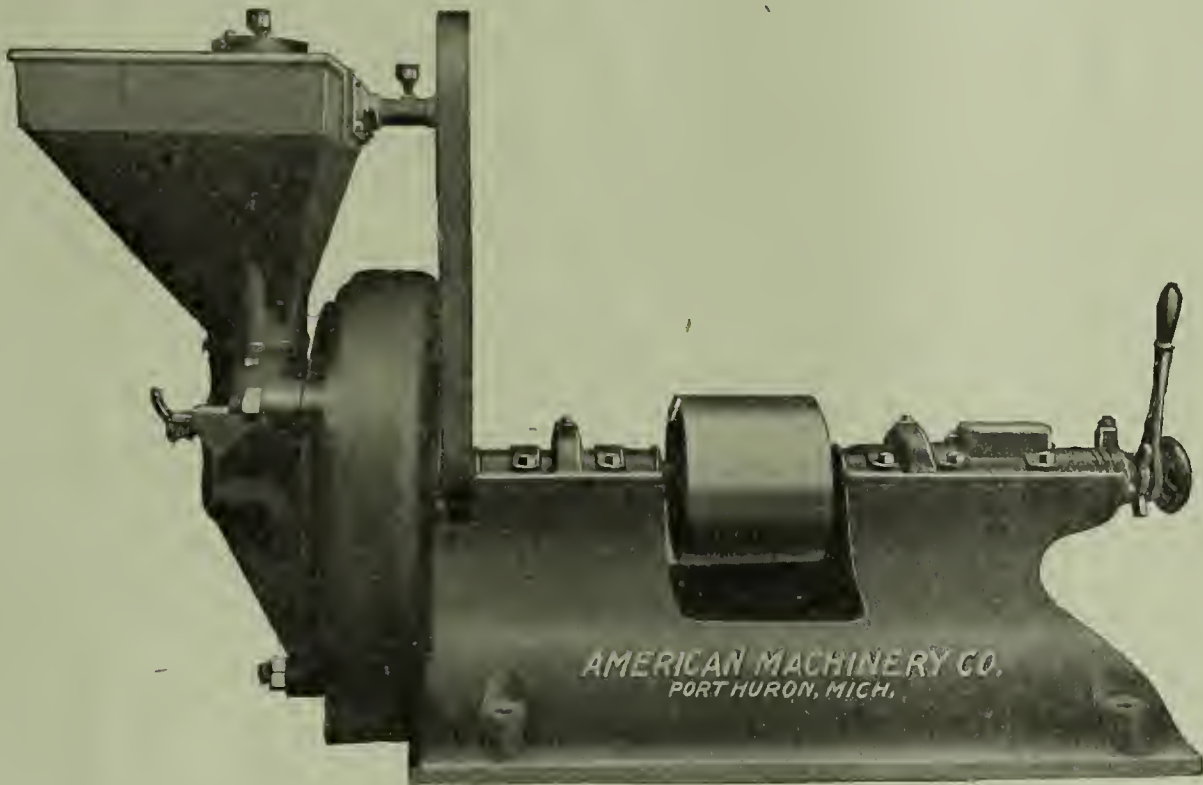
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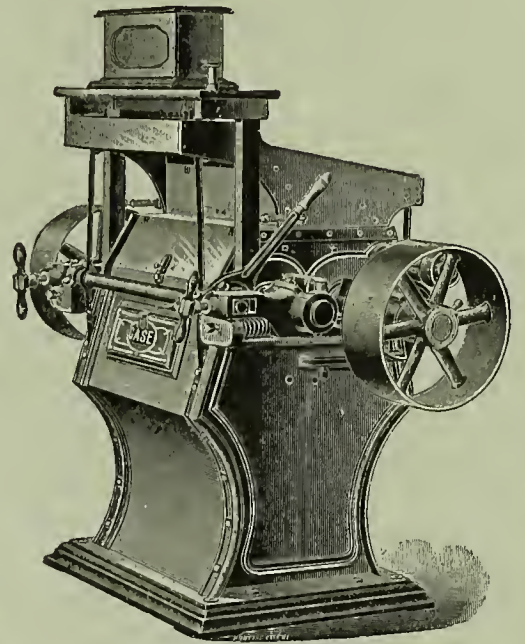
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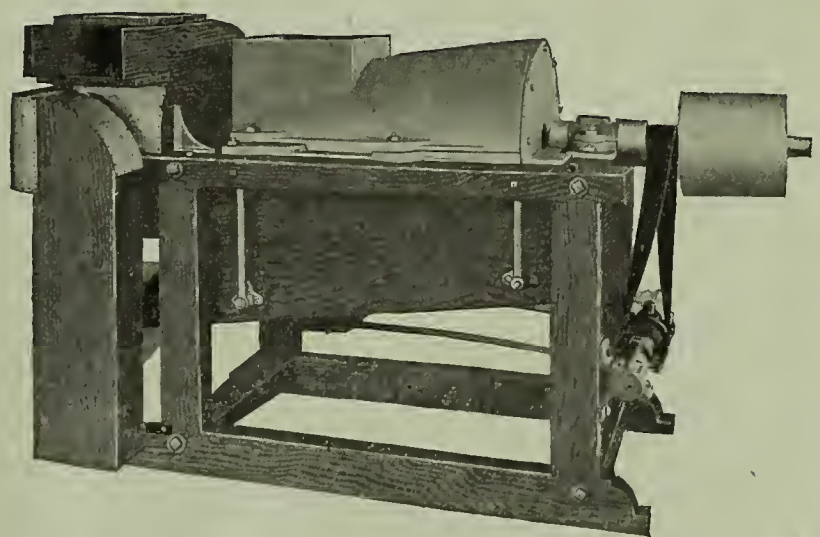


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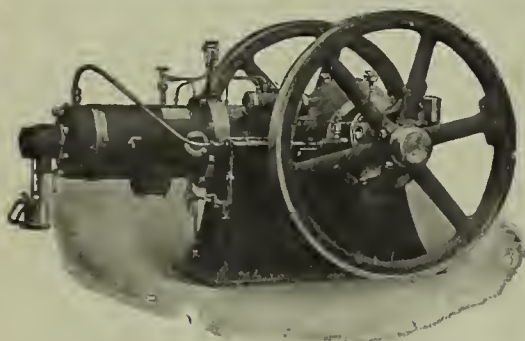
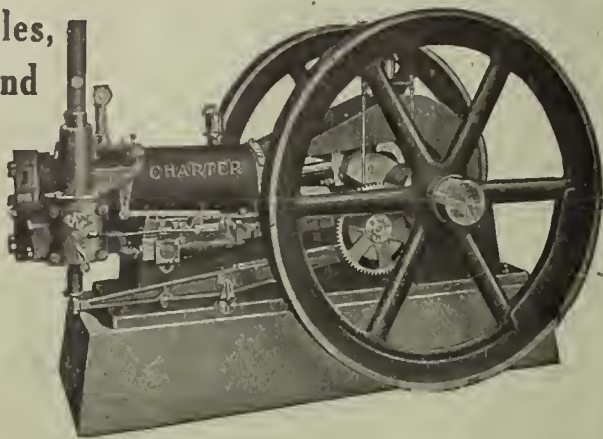
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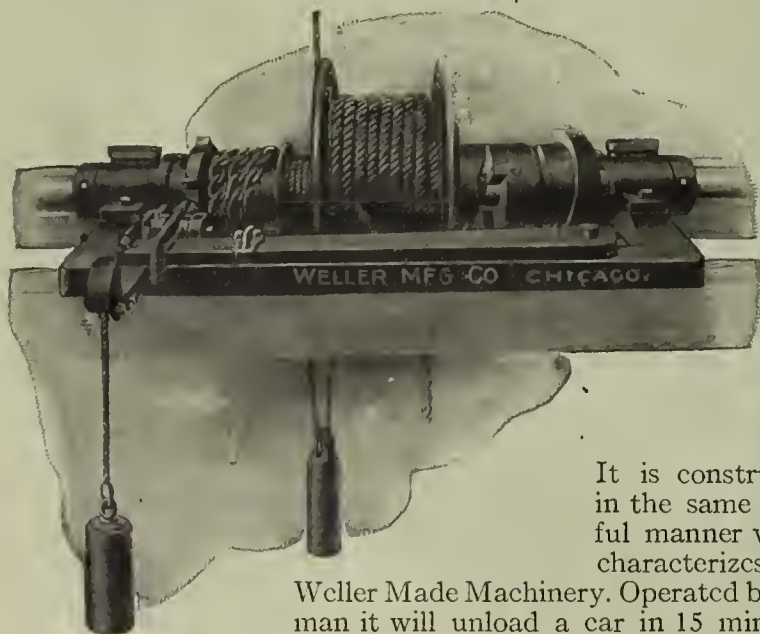
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